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THE
SCARBOROUGH
TRANSPORTATION
CORRIDOR
STUDY

K J WHITWELL COMMISSIONER

AUGUST 1984

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Chapter One:

INTRODUCTION

1.1 Purpose of the Study

On April 5, 1983, Scarborough Council directed the Commissioner of Planning to undertake a study of the Scarborough Transportation Corridor. The study was to specifically determine the future uses of the Corridor, and to determine the precise land requirements for these uses. An expressway was not to be considered as an option. Upon completion, the approved recommendations would be incorporated, by amendment, into the Scarborough Official Plan.

Based on that Council direction, the purpose of this study is to provide the basis for a clearly articulated Scarborough position on the future of the Corridor lands. It will provide the basis for determining whether land associated with the Corridor should be reserved for possible future transportation uses. To the extent possible, adoption of its recommendations will remove the uncertainty now faced by businesses, property owners and residents in and adjacent to the Corridor designation.

To achieve these ends, the study consists of three major components: a Transportation Analysis, a detailed Land Use Analysis and a Socio-Economic Study. Within this framework the study has:

- Identified and mapped the extent of lands designated 'Scarborough Transportation Corridor', and has undertaken a detailed examination of land ownership, land use and land use policies in and adjacent to this Corridor;
- Identified a range of transportation options, with the exception of an expressway, which could be accommodated within this Corridor

and has analyzed the need and demand for the implementation of these options;

- Examined local traffic and land use issues directly associated with the Corridor;
- Undertaken a socio-economic evaluation of the implications of the retention of a 'Transportation Corridor' designation and the retention of Corridor lands in public ownership; and
- Examined land use alternatives accompanying each transportation option.

This approach has led to specific transportation and land use proposals, recommendations for Official Plan amendments, and recommendations for the disposition of Corridor lands.

1.2 Background

The 'Scarborough Transportation Corridor' is identified in the Scarborough Official Plan as a designation extending from Victoria Park Avenue in the west, to Kingston Road/Highway 2A in the east. As shown on Figure 2.1, it stretches some 15 kilometres, paralleling the southern boundary of the Canadian National Railway mainline through most of its length. The Corridor separates from the railway only through the Knob Hill Industrial District, and in the area of Manse Road where it curves north to join with Highway 2A.

While the concept of a road in this Corridor was identified in documents as early as 1943, the general alignment was first established in 1957, when the Metropolitan Toronto Council approved a functional plan for the extension of the F.G. Gardiner Expressway from Leslie Street to Highway 401. This was to be one component in the Metro-wide expressway system, linking downtown Toronto and major residential and employment areas to the expanding Provincial highway system. In the same year, the Ontario Municipal Board approved a Metro expenditure of $30 million for land acquisition and for the "establishment, laying out and construction of the expressway".

Also in 1957 Scarborough's first Official Plan was approved. This document contained a designation for the future alignment of a 'Lakeshore Expressway', and contained policies which regarded this expressway, along with Highways 401 and 407, as being necessary to serve the Township directly. The Plan stated:

> "An easternly extension of the Lakeshore Expressway to connect with Highway 401 is a possible Metropolitan project. A feasible route for such an artery is shown, however, it has not been finally determined, and early decisions by the Metropolitan Corporation as to the need for such an artery, and its final route and alignment are essential to the planning and development of the south part of the Township. Similarly, the possible connection of this artery to the proposed Crosstown Expressway via the Massey Creek Valley must be determined."

In 1969 the Ontario Municipal Board approved a further expenditure of $102.5 million for the design and construction of the western portion of the expressway, from Leslie Street to 3,000 feet east of Birchmount Road. But in 1971, ForWard Nine, a Toronto Citizens' Association concerned with potential social and environmental damage of an expressway, challenged the earlier O.M.B. approval. ForWard Nine made application to the O.M.B. to have the 1969 approval reviewed, and called for a halt to any further land acquisition or construction until a new land use and transportation study could be completed and an up-to-date policy adopted as a consequence. On April 19, 1971, the Ontario Municipal Board ordered that all land acquisition and work on the expressway stop, and the matter be adjourned until a decision was made by Cabinet on the future of the Spadina Expressway. Aside from the completion of several transactions underway at the time of the decision, further acquisition, construction contracts or other commitments would require re-application to the O.M.B.

The De Leuw Cather Study

Much of the concern over the proposed expressway was based on its potential social and environmental disruption. In 1973, therefore, Metro Council hired the consulting firm of De Leuw Cather to restudy the expressway alignment. Their study was to focus on social and environmental considerations in developing an alternate alignment. It did not examine the need for an expressway.

Whereas alignments put forward in the 1960's have proposed an elevated expressway straddling the C.N.R. mainline, the De Leuw Cather study recommended the combining of northbound and southbound lanes into a single corridor to the south of the C.N.R. mainline. A depressed profile, which could be decked over, was recommended to further minimize disruption to existing adjacent land uses.

This general alignment, supported in principle by Scarborough Council in November of 1974, has provided the basis for subsequent discussions of an expressway route. In identifying the 'Scarborough Transportation Corridor' for the purpose of this study, maps supplied to the Scarborough Planning Department by Metro staff show the alignment recommended by De Leuw Cather, with minor adjustments made in several locations to reflect current Metro ownerships.

The Metropolitan Toronto Transportation Plan Review

In 1972, Metro Council established the Metropolitan Toronto Transportation Plan Review (M.T.T.P.R.), a task force to revise and update the 1966 Metro Transportation Plan. The 1966 Plan included the F.G. Gardiner Expressway extension. In one of its preliminary reports, the M.T.T.P.R. suggested that there were a number of unanswered questions concerning the need for an expressway in this location. Subsequently, in September of 1973, Metro Council instructed the M.T.T.P.R. to undertake an extensive six month study of "the need for the Scarborough Expressway and of the impact which the proposed new (De Leuw Cather) expressway alignment would have on the community".[1]

This study was to be considered by Metro Council in advance of the entire Metropolitan Transportation Plan Review because of the urgency of reaching a decision on whether the expressway would be built. The principal reason for the urgency was cited as the hardship experienced by homeowners in the path of the proposed expressway caused by the uncertainty as to whether or not they would be displaced.

In March of 1974, after considerable technical input and two series of public meetings, M.T.T.P.R. Report #47 - The Scarborough Expressway: A Planning Review was released. It concluded that, "in light of information now available, and in view of changes which would have been difficult to foresee in the 1960's , construction of the Scarborough Expressway as shown in the currently proposed design in the Metropolitan Transportation Plan is no longer appropriate". The major recommendations are summarized as follows:

- Construction of the Expressway was not recommended if steps were taken to implement new transit proposals and to co-ordinate general land use and transit planning in Scarborough.
- A light rail or other rapid transit facility was feasible as an alternative if other improvements in transit service and marketing were made and the planning of transit roads and land use was co-ordinated.
- It was possible to hold open the option of making road improvements by preserving the right-of-way as a multiple-use transportation corridor. This would require some special planning programs and compensation for those adversely effected by a delay in designating an ultimate use. Also, a decision to protect the right-of-way would involve the risk that the necessary transit improvements may not be made.

Scarborough Council did not support the recommendations of Report 47. In a resolution dated May 14, 1974, Council stated that in the interests of retaining a viable community and meeting present and future needs in the form of existing, proven transportation modes, the Scarborough Expressway should be constructed immediately, with future provision for light rapid transit or other public transit modes. Express buses should be introduced on the arterial road and expressway systems until light rail transit could be justified. On May 31, 1974, however, the Metropolitan Council adopted the recommendations of Report 47, and directed staff to study alternative transit facilities in Eastern Metro. The 'Scarborough Expressway' became a 'Transportation Corridor'.

The Scarborough Transportation Corridor

At the request of the Metro Transportation Committee in 1976, the Metro Commissioner of Planning prepared a report on "what would be entailed if the Metropolitan Corporation were to retain the Corridor for municipal purposes".

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[1] Report 47, M.T.T.P.R.

As a result of that report, in April of 1976, Scarborough Council endorsed a Metro recommendation to "complete" the acquisition of a 'Scarborough Transporation Corridor' by securing a continuous right-of-way from Victoria Park Avenue to Highway 2A. Due to objections by the City of Toronto, no similar recommendation was made to acquire the portion of the former expressway alignment within Toronto. Metro made application to the O.M.B. to permit the acquisition of the Scarborough properties but, in a Decision dated February 14, 1978, the Board stated:

> "Until an ultimate use is determined which would eliminate any uncertainty for the Borough and adjoining City residents, and determine necessity for some specific purpose, the application is premature and borrowing for the stated purpose not necessary and the application is therefore in all its parts dismissed."

This decision was appealed to the Provincial Cabinet, and in June of 1979, Cabinet gave approval for a new hearing to reconsider the use of proceeds from the sale of surplus properties to acquire lands to complete the Scarborough Transportation Corridor.

It was not until January of 1983 that the Metropolitan Corporation made application to the O.M.B. to purchase portions of specific properties lying within the corridor. A hearing date was set for April 18, 1983, and Scarborough Council was requested to support Metro's application.

On April 5, 1983, however, Scarborough Council passed a resolution requesting the Ontario Municipal Board to adjourn the hearing of April 18, 1983, to permit the Commissioner of Planning to undertake a land use study of the Corridor. Scarborough Council has subsequently agreed to a hearing regarding the purchase of four specific properties on the condition that no further purchases would be made until this study is completed.

Chapter Two:

STATUS AND CONTEXT OF THE CORRIDOR

2.1 Official Plan Status

Metroplan

The Metropolitan Official Plan, adopted by Metro Council on January 15, 1980, contained two references to the Scarborough Transportation Corridor.

Figure 7 - Major Transportation Facilities, showed the Corridor designation solely within Scarborough, from Victoria Park Avenue to Highway 2A. A note on Figure 7 states: "The Cabinet has directed the O.M.B. to hold a new public hearing for the purpose of reconsideration of the Corporation's application for approval to use proceeds from the sale of properties acquired for the former Scarborough Expressway to acquire lands to complete the Corridor". There was, however, no corresponding designation on Figure 7 for a transportation corridor or facility within the City of Toronto between Leslie Street and Victoria Park Avenue.

Policy 6.G.1, under the heading of 'Transportation Corridors', states:

> "The Corporation shall undertake a program to secure the remaining portions of the Eglinton and Scarborough Transportation Corridor shown on Figure 7, "Major Transportation Facilities". The future use of these corridors shall be determined by operational and planning requirements which shall be consistent with the Plan, and shall be incorporated by amendment into the Plan".

Due to objections by the City of Toronto, approval of all references to the Scarborough Transportation Corridor in the Metropolitan Official Plan was, however, deferred by the Minister of Municipal Affairs and Housing at the time of the Plan's approval and have not, to date, received approval.

The Scarborough Official Plan

Within the Scarborough Official Plan, both Schedule 'A'- Land Use Plan Map and Schedule 'C' - Roads Plan, contain a 'Scarborough Transportation Corridor' designation. Amendment No. 593, approved in June of 1983, amended the overall Plan and all appropriate Secondary Plans to change all references to the 'Gardiner', 'Scarborough' or 'Lakeshore Expressway' to the 'Scarborough Transportation Corridor', and to remove all related intersection improvement symbols. This amendment also deleted reference to the Scarborough Expressway as one of the three expressways necessary to serve the City.

There are no policies within the text of the overall Official Plan referring to the use of land or the implementation of transportation facilities within the Corridor designation. Detailed policies in individual Secondary Plans, pertaining to specific properties, are outlined in Sub-Chapter 2.2, Physical Context.

The City of Toronto Official Plan

On April 3, 1981, the Minister of Municipal Affairs and Housing approved City of Toronto Official Plan Amendment No. 179. This was a 'technical amendment' to bring portions of the City's Plan into conformity with the Metropolitan Official Plan. In doing so it deleted the map designation of the Scarborough Expressway between the terminus of the Gardiner Expressway at Leslie Street and the boundary of the City of Scarborough at Victoria Park Avenue. Amendment No. 179 also included policies that no new expressways or extensions to expressways be built within the City, and that new arterial roads, extensions to arterial roads or arterial road widenings be undertaken only under certain prescribed conditions, accompanied by adequate studies establishing need and an examination of the impact on the social, economic and physical environment of the affected area.

2.2 Physical Context

As noted in Chapter 1, the location and width of the Scarborough Transportation Corridor used in this Study is taken from Metro mapping. This mapping is based on the 1973 De Leuw Cather Study, with some adjustments for existing Metro land ownership.

The Corridor is 15.1 kilometres in length, and ranges between 45 and 60 metres in width. It consumes approximately 86 hectares of land, of which 49 hectares or 56.5% are owned by the Metropolitan Corporation and the remaining 37 hectares or 43.5% are in a variety of private ownerships. These figures do not include Metro-owned land outside of the Corridor which was purchased in association with earlier expressway alignments or interchanges, or lands which are part of larger parcels of land, portions of which rest within the Corridor.

The largest single owner of Corridor land, aside from Metro, is the Canadian National Railway. 170 privately owned residential properties and 4 industries lie within, or partially within, the Corridor. Adjacent land use is primarily low density residential, however four Industrial Districts abut portions of the Corridor.

Figure 2.1, the Key Map, shows the location of the Corridor within Scarborough. The following set of maps, labelled Section 1 through Section 10, provides a detailed account of its relationship to and its impact on private properties. Specifically, the maps illustrate the Corridor's impact on individual land ownerships, and its influence on land uses and land use policies. These maps, and the accompanying text, are intended to take the reader on a 'walking tour' of the Corridor.

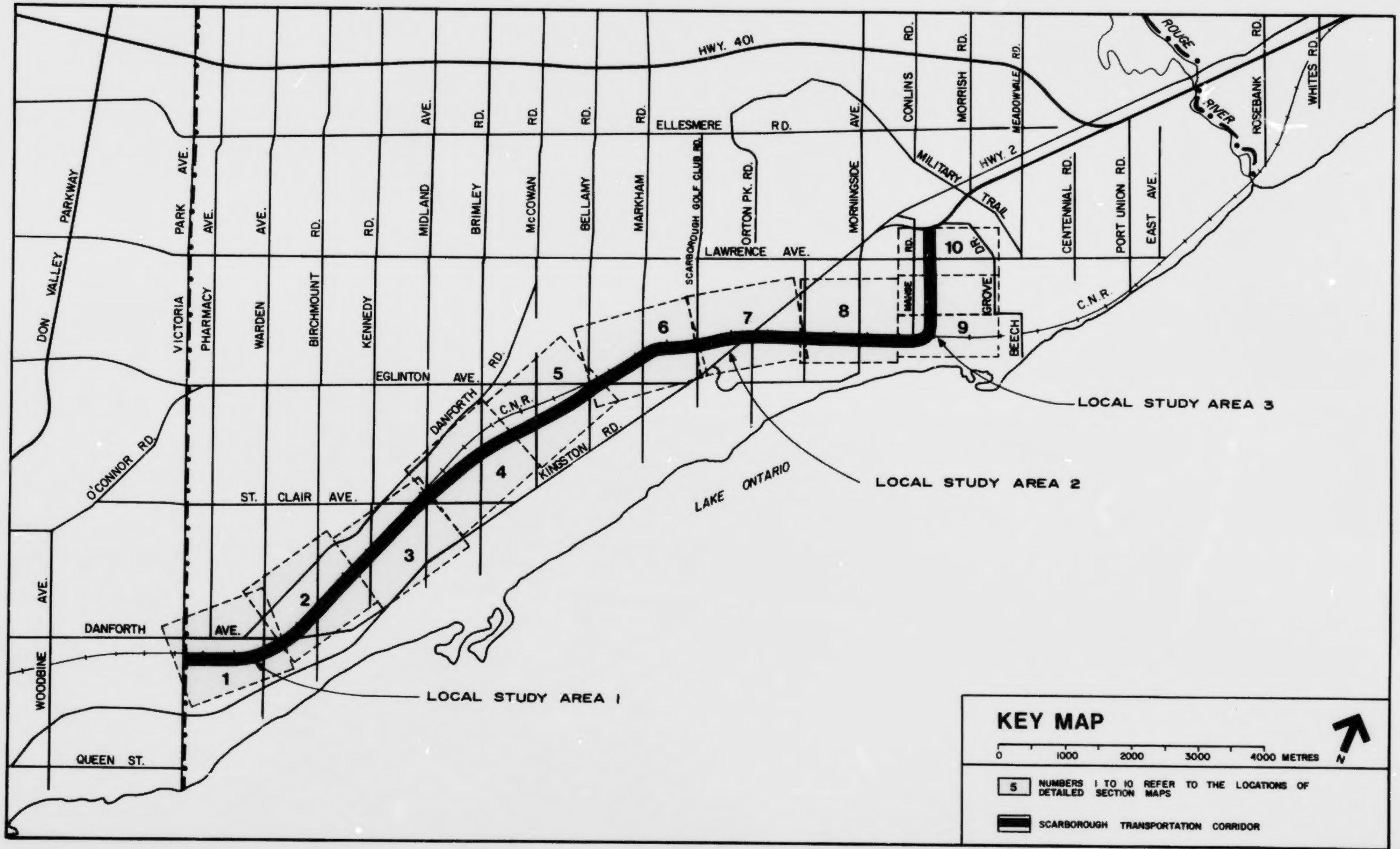

HWY. 401
DON VALLEY PARKWAY
VICTORIA PARK AVE.
PHARMACY AVE.
WARDEN AVE.
BIRCHMOUNT RD.
KENNEDY RD.
MIDLAND AVE.
BRIMLEY RD.
McCOWAN RD.
BELLAMY RD.
MARKHAM RD.
SCARBOROUGH GOLF CLUB RD.
ORTON PK. RD.
MORNINGSIDE AVE.
CONLINS RD.
MORRISH RD.
MEADOWVALE RD.
ROUGE RIVER
ROSEBANK RD.
WHITES RD.
ELLESMERE RD.
MILITARY TRAIL
HWY. 2
CENTENNIAL RD.
PORT UNION RD.
EAST AVE.
LAWRENCE AVE.
MANSE RD.
GROVE DR.
BEECH
C.N.R.
EGLINTON AVE.
DANFORTH RD.
KINGSTON RD.
O'CONNOR RD.
ST. CLAIR AVE.
LAKE ONTARIO
WOODBINE AVE.
DANFORTH AVE.
QUEEN ST.
1
2
3
4
5
6
7
8
9
10
LOCAL STUDY AREA 1
LOCAL STUDY AREA 2
LOCAL STUDY AREA 3
KEY MAP
0
1000
2000
3000
4000 METRES
N
5 NUMBERS 1 TO 10 REFER TO THE LOCATIONS OF DETAILED SECTION MAPS
SCARBOROUGH TRANSPORTATION CORRIDOR

FIG. 2·1

Section 1 - Victoria Park to Eastwood Avenue

Section 1 begins at Victoria Park Avenue, the western terminus of the Corridor.

The intersection of Victoria Park Avenue and the Corridor is a node of commercial activity, with Shoppers World, the City Farms Supermarket and the Building Supply Centre located on the west side of Victoria Park Avenue. A supermarket and retail commercial development is proposed for the northeast corner of Victoria Park Avenue and Gerrard Street. Questions of traffic congestion and infiltration onto residential streets in this area are discussed in Local Study #1, contained in Chapter 5.

The Corridor abuts the southern limit of the C.N.R. property in this location. The most prominent feature in this area is the larger parcel of vacant land between the C.N.R. tracks and Gerrard Street. This property is owned in part by Metro and the City of Scarborough, with the major portion owned by the Runnymede Development Corporation.

Metro owns approximately 5 ha of this parcel, both in and adjacent to the Corridor. Additional lands were purchased near the Victoria Park intersection for a proposed interchange in keeping with the earlier expressway alignment. The 1.3 ha parcel of land owned by Scarborough will be developed as a park in conjunction with adjacent development. The remaining 10 ha of land are owned by Runnymede. The majority of the Metro and Runnymede ownerships are designated for park and high density apartment development. The present zoning on the Runnymede lands permits up to 1400 apartment units. This density, applied in 1967, was considered desirable by reason of proximity to the Victoria Park subway station, the GO commuter station and the future interchange of Victoria Park Avenue with the Scarborough Transportation Corridor.

Development of this property will have to be carefully sited around two waste disposal sites located on the property. As well, a stand of 30 to 40 mature red oak trees is located at the northeast corner of the Runnymede site. The trees are in a vigorous condition, but, as a mature hardwood species, would have difficulty in adapting to sudden changes caused by root damage or changes in the water table.

Runnymede-owned lands within the Corridor are designated in the Official Plan as Scarborough Transportation Corridor, but retain a Community Commercial zoning from a previous development proposal.

To the east of the Runnymede lands, are 31 single detached homes fronting onto Clonmore Drive and backing onto the C.N.R. Mainline. The railway tracks rise sharply to approximately 8 m above the back yards. The lots are narrow, but very deep at the west end, decreasing in depth as one moves east along Clonmore Drive. The houses are small but the homes and yards are generally well maintained. Twenty-six of the homes are privately owned; five are owned by Metro.

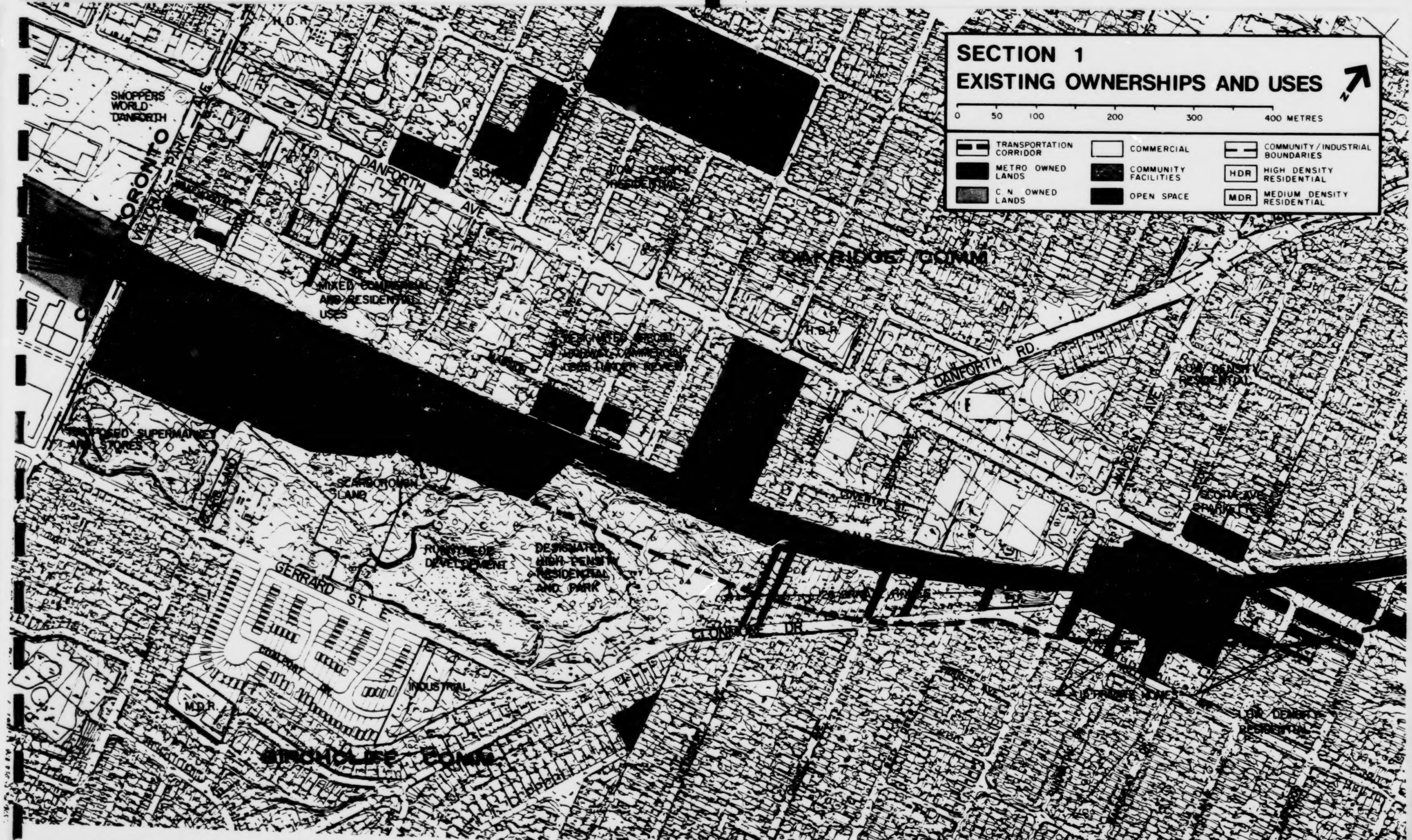
Seventeen of these houses lie totally or partially within the Corridor. All but a few of the homes would be severely impacted and would have to be acquired in the event of a road option or road/transit option within the Corridor. A transit option could require the acquisition of 8 to 12 homes, depending on its elevation and necessary grading. The remaining homes could possibly be retained with the rear portion of the properties required for a transit line.

All transportation options would require the relocation of the Scarborough Public Utilities Commission transformer at the intersection of Clonmore Drive and Warden Avenue.

In the block bounded by Warden, Hollis and Kalmar Avenues and the C.N.R. Mainline, the Corridor designation covers 8 single detached and 8 semi-detached homes, and a vacant parcel of land almost 1 ha in size owned by Metro. Thirteen of the residential properties are privately owned; 3 are held by Metro. An arterial road facility or a road/transit combination within the Corridor would require the acquisition of these 16 properties, as well as a possible 7 residences on the east side of Kalmar and Eastwood Avenues, and would consume the majority of the vacant Metro-owned parcel. A transit-only option may, depending on grading, require the acquisition of only one residential property.

Due to the height of the C.N.R. tracks, there is no physical or visual connection between the north and south side of the tracks in this area, except at the Victoria Park and Warden Avenues underpasses.

To the south of the properties discussed here, south of Clonmore Avenue and Hollis Avenue, is a stable, predominantly single detached, low density residential portion of the Birchcliff Community. It is noted that any demolition of structures and development of a facility in the Corridor would negatively impact adjacent properties to the south.



SECTION 1
EXISTING OWNERSHIPS AND USES

N
0
50
100
200
300
400 METRES
TRANSPORTATION CORRIDOR
METRO OWNED LANDS
C.N. OWNED LANDS
COMMERCIAL
COMMUNITY FACILITIES
OPEN SPACE
COMMUNITY/INDUSTRIAL BOUNDARIES
HDR
HIGH DENSITY RESIDENTIAL
MDR
MEDIUM DENSITY RESIDENTIAL
H.D.R.
SHOPPERS WORLD DANFORTH
VICTORIA PARK AVE
TORONTO
DANFORTH AVE
SCH
LOW DENSITY RESIDENTIAL
OAKRIDGE COMM
MIXED COMMERCIAL AND RESIDENTIAL USES
DESIGNATED SPECIAL HIGHWAY COMMERCIAL USES UNDER REVIEW
H.D.R.
DANFORTH RD.
LOW DENSITY RESIDENTIAL
PROPOSED SUPERMARKET AND STORES
SCARBOROUGH LAND
COVENTRY ST
C.N.R.
SCORA AVE PARKETTE
RUNNYMEDE DEVELOPMENT
DESIGNATED HIGH DENSITY RESIDENTIAL AND PARK
GERRARD ST E
CLONMORE DR
INDUSTRIAL
M.D.R.
BIRCHCLIFFE COMM
LOW DENSITY RESIDENTIAL

Section 2 - Eastwood Avenue to Kennedy Road

Section 2 follows the Corridor through the Oakridge Industrial District and the Cliffside Community.

The Corridor runs through the small triangle of land bounded by the C.N.R., Danforth Avenue and industries to the east. The small cul-de-sac end of Eastwood Avenue contains 9 homes: 3 owned by Metro and 6 privately held. A 1964 Official Plan amendment also stated that, while the residential zoning would be retained, these properties could be redeveloped for industrial purposes without a further Secondary Plan amendment. Such redevelopment has not taken place, and the condition of several of the properties has declined.

Continuing east, three industries lie within the path of the Corridor.

Supreme Aluminium Industries Ltd., a long-time Scarborough industry and manufacturer of aluminium cookware and ladders, employs approximately 200 people. Based on Metro's warning that it would have to relocate to make way for an expressway, the company purchased land in Pickering and has opened a plant in that location. At the time of writing this report, the relationship between the Scarborough and the Pickering plants had not been determined. The uncertainty of the Corridor designations has made the process of 5 to 10 year corporate planning in the Scarborough location a difficult one. Due to the proximity of plant buildings close to the rear property line, any transportation facility could potentially impair the manufacturing component of the operation. An arterial road or road/transit combination would result in the loss of the manufacturing component. A transit option only, if sited carefully, using a portion of the C.N.R. right-of-way, could possibly retain this operation. In either case, continued uncertainty surrounding the Corridor designation could be sufficient to lose Scarborough industrial jobs and assessment.

Eli Lilly Canada Inc., a manufacturer of pharmaceuticals and cosmetics, employs a highly localized labour pool of over 200 people. The Eli Lilly plant is an extremely specialized building due to the sterile conditions required for the processing and packaging of drug products. An arterial road or road/transit combination in the Corridor would cut through the specialized manufacturing component of the plant and require relocation of the operation. A transit-only option would, at most, require the relocation of warehouse space and would not jeopardize the continuation of the operation in this location. Company officials have expressed a strong desire to remain in this location, but stress that the uncertainty of the Corridor designation has caused difficulties in corporate planning.

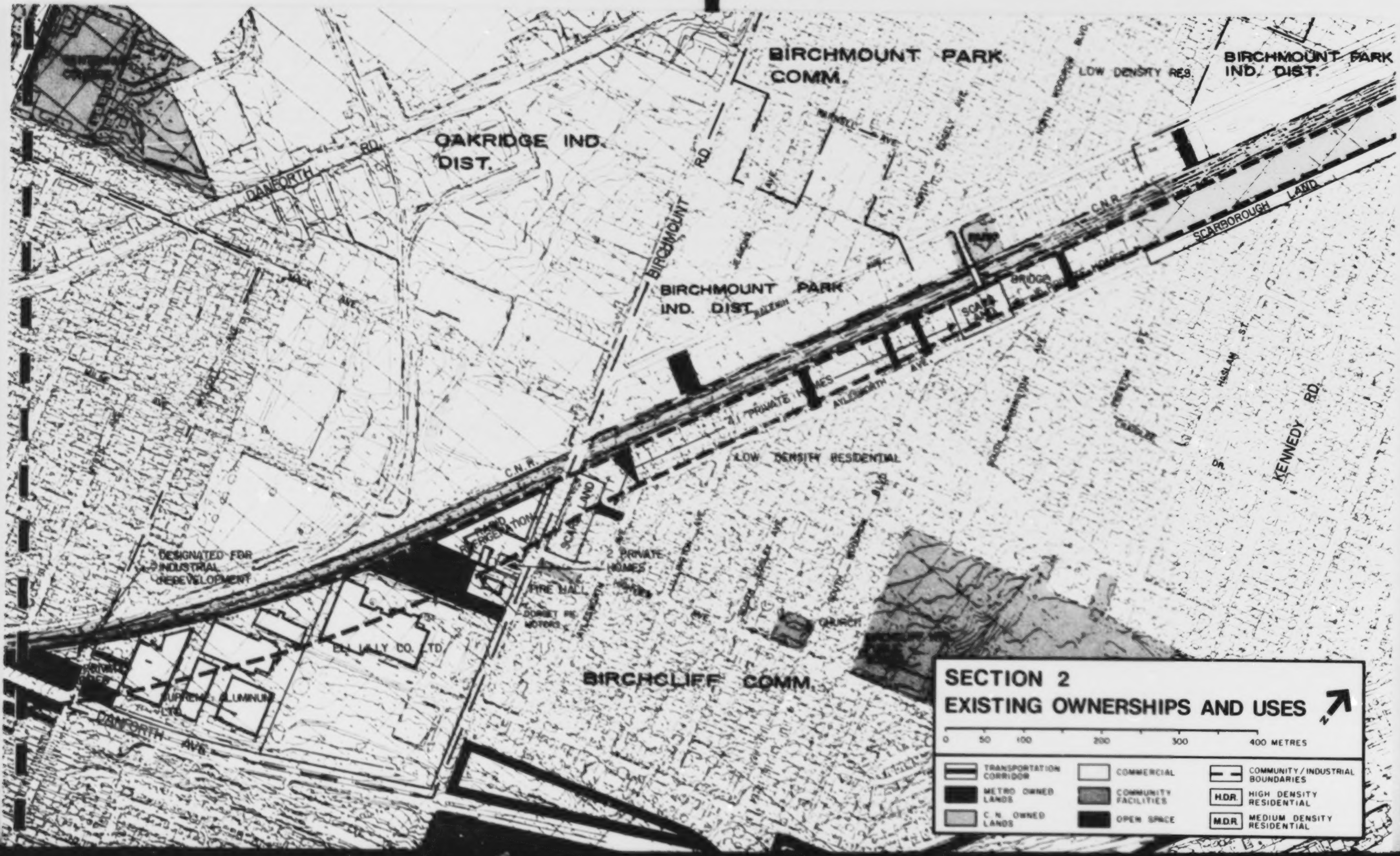
Rapid Refrigeration, on Birchmount Road, lies totally within the Corridor. This firm, which manufactures freezers, coolers and supermarket equipment, has been in this location for 25 years. It is a single-plant operation, employing approximately 70 people. Again, a road or road/transit option would require complete relocation of this operation. A transit-only option could co-exist with the plant depending on its siting. Also within this triangle are two privately-owned homes, a commercial operation, Dorset Motors, and a vacant Metro-owned property. The homes are on Metro's acquisition list. Dorset Motors remains outside the Corridor.

On the east side of Birchmount Road, the Corridor passes between the C.N.R. Mainline and Aylesworth Avenue. Sixty-one houses on the north side of Aylesworth Avenue fall within the S.T.C. designation. Five of these homes are owned by Metro; the remainder are privately owned. Building age, condition and size vary. The lots range from 38 to 45 metres in depth, backing onto the C.N.R. line. The tracks are located 2 to 3 m below the grade of the residential lots through this area. An arterial road or road/transit combination would require the demolition of all 61 homes, and would have a major impact on the homes fronting and flanking on the south side of Aylesworth Avenue. A transit-only option could possibly be accommodated next to the C.N.R. line, requiring acquisition of portions of the rear yards. A depressed line, at the same grade as the railway tracks, would reduce the impact.

Twenty-one homes outside of the Corridor, mostly on the south side of Aylesworth Avenue, are on the Metro acquisition list. In the event of a major road proposal, access to these homes would be impaired.

Woodrow Bridge, a wooden C.N.R. bridge, now provides a vehicular and pedestrian connection between the Cliffside Community and the industrial, shopping and residential area to the north of the tracks. The Cliffside Secondary Plan contains policies to maintain a 'pedestrian walkway' in this location.

East of the residential properties, the Corridor between the end of Preston Street and Kennedy Road consists of 1.3 ha of vacant land owned by the C.N.R. The majority of this property would be required for a major road or a road/transit option. In the case of a transit-only option, a maximum of the rear 15 m adjacent to the C.N.R. tracks would be required, leaving


SECTION 2
EXISTING OWNERSHIPS AND USES
N
0
50
100
200
300
400 METRES
TRANSPORTATION CORRIDOR
METRO OWNED LANDS
C.N. OWNED LANDS
COMMERCIAL
COMMUNITY FACILITIES
OPEN SPACE
COMMUNITY / INDUSTRIAL BOUNDARIES
H.D.R. HIGH DENSITY RESIDENTIAL
M.D.R. MEDIUM DENSITY RESIDENTIAL
BIRCHMOUNT PARK COMM.
LOW DENSITY RES.
BIRCHMOUNT PARK IND. DIST.
OAKRIDGE IND. DIST.
DANFORTH RD.
BIRCHMOUNT RD.
BIRCHMOUNT PARK IND. DIST.
C.N.R.
SCARBOROUGH LAND
SCAR. LAND
PRIVATE HOMES
ATLEY AVE.
LOW DENSITY RESIDENTIAL
KENNEDY RD.
DESIGNATED FOR INDUSTRIAL REDEVELOPMENT
2 PRIVATE HOMES
FIRE HALL
ELI LILLY CO. LTD.
SUPREME ALUMINUM LTD.
DANFORTH AVE.
CHURCH
BIRCHCLIFF COMM.

approximately 30 m of land north of the road allowance. The land is zoned for detached and semi-detached housing, but designated S.T.C. in the Official Plan. While Preston and Haslam Streets end south of the Corridor, the City of Scarborough owns the unopened road allowance. These roads could be connected, or Aylesworth Avenue could be extended along the City-owned allowance, providing access to the entire C.N.R. parcel.

Section 3 - Kennedy Road to Midland and St. Clair Avenues

East of Kennedy Road, the Corridor continues through vacant land owned by the C.N.R. This land is flat and at-grade with the tracks. As pathways show, the Corridor serves as a pedestrian short-cut between the stable, low density Cliffside Community to the south, and the Birchmount Industrial District to the north.

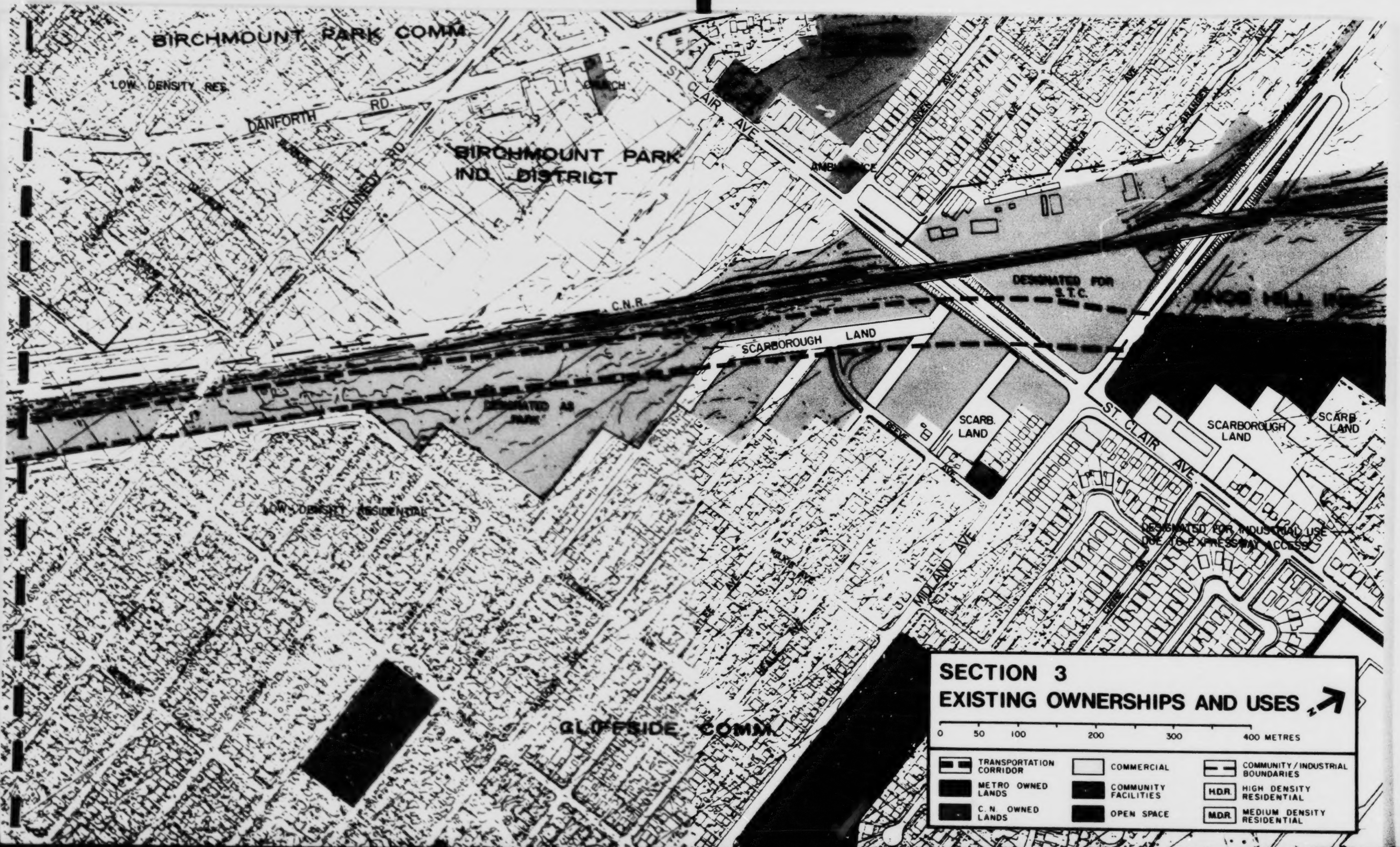
The C.N.R. owns the 4 ha of Corridor land between Kennedy Road and St. Clair Avenue, as well as a number of adjacent parcels. Adjacent C.N.R. lands are designated primarily for Low Density Residential Uses in the Cliffside Community Secondary Plan, with the exception of a 2.2 ha parcel designated for Park purposes.

Lands west of the park designation, both in and adjacent to the Corridor, are zoned to permit single and semi-detached dwellings with the exception of Highway Commercial zoning along the St. Clair Avenue frontage.

Road allowances permitting the extensions of Natal, Sandown, Atlee and Heale Avenues are owned by the City of Scarborough, and would provide for the development of these lands. An application has been made by C.N.R. regarding the residential development of their properties southwest of Midland and St. Clair Avenues.

At St. Clair Avenue, the Corridor begins to swing south, away from the C.N.R. Mainline, and through the centre of the triangular parcel of land bounded by the C.N.R. tracks, Midland Avenue and St. Clair Avenue. This vacant, industrially zoned, 1.3 ha parcel is owned by the C.N.R. Formerly a lumber yard site, the property was vacated at the time of the construction of the grade separations of Midland and St. Clair Avenues with the C.N.R. tracks. Scarborough Official Plan Amendment No. 536 designated the entire triangle as 'Scarborough Transportation Corridor'. This designation has not been approved by the Minister of Municipal Affairs and Housing, but has been deferred for further consideration. Access to this site is difficult, due to the grades of Midland and St. Clair Avenues as they approach the grade separations.

East of Midland Avenue, the Corridor enters the Knob Hill Industrial District.



SECTION 3
EXISTING OWNERSHIPS AND USES

BIRCHMOUNT PARK COMM
LOW DENSITY RES
DANFORTH RD.
CHURCH
KENNEDY RD.
BIRCHMOUNT PARK IND. DISTRICT
ST. CLAIR AVE
AMBULANCE
LINDEN AVE
LAUREL AVE
MAGNOLIA
GRANGER
AVE
C.N.R.
DESIGNATED FOR S.T.C.
SCARBOROUGH LAND
DESIGNATED AS PARK
SCARB. LAND
REEVE AVE
SCARBOROUGH LAND
SCARB LAND
DESIGNATED FOR INDUSTRIAL USE DUE TO EXPRESSWAY ACCESS
MIDLAND AVE
LOW DENSITY RESIDENTIAL
CLIFFSIDE COMM
N
0
50
100
200
300
400 METRES
TRANSPORTATION CORRIDOR
METRO OWNED LANDS
C.N. OWNED LANDS
COMMERCIAL
COMMUNITY FACILITIES
OPEN SPACE
COMMUNITY / INDUSTRIAL BOUNDARIES
H.D.R. HIGH DENSITY RESIDENTIAL
M.D.R. MEDIUM DENSITY RESIDENTIAL

Section 4 - Midland Avenue to West of McCowan Road

The Scarborough Transportation Corridor makes up the southern boundary of the Knob Hill Industrial District. Between Midland Avenue and McCowan Road, the Corridor lands are entirely Metro-owned. These lands are vacant, are zoned for industrial uses and relate physically to the Industrial District. The Corridor is separated from the C.N.R. Mainline throughout the Knob Hill area.

To the south of the Corridor is the Cliffcrest Community, primarily a stable, low density area. The impact of the Corridor on this community varies substantially when comparing the west and east sides of Brimley Road.

From Midland Avenue to Brimley Road, Metro owns substantial land south of the Corridor designation. The parcel at Midland and St. Clair is leased out for a golf driving range. The majority of the remaining vacant lands are designated for Residential Uses and are zoned for single detached dwellings. Between Midland Avenue and Brimley Road, the grades of the existing residential development are consistent with the grades of the Corridor. There is little physical separation between private and Metro land, or between the residential and industrial designations.

One triangular parcel of land in the Cliffcrest Community has been particularly affected by transportation proposals. Lands north of St. Clair Avenue, west of Jeanette Street and south of the Corridor are designated for Industrial Uses. This designation covers 8 privately owned homes on Jeanette Street, as well as approximately 3.5 ha of vacant land owned by Metro and the City of Scarborough. Scarborough Official Plan Amendment No. 4 imposed this designation in 1960, stating that, as Vivian Avenue and Jeanette Street may be used as access roads to the then proposed Gardiner Expressway, "Limited Industrial" development was advocated. With the exception of the 8 homes, the land is zoned for industrial purposes.

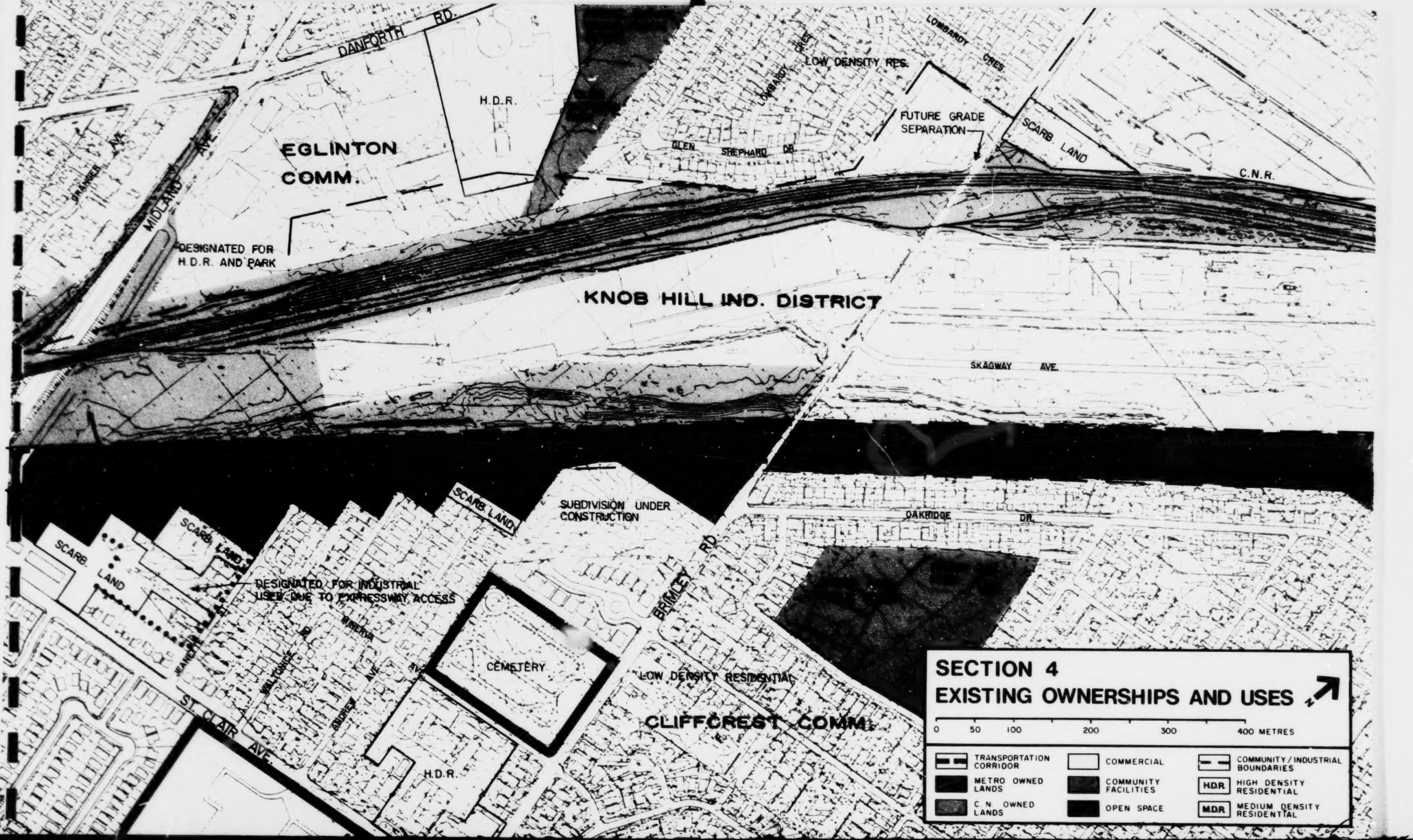
East of Brimley Road, between Brimley and McCowan, Metro ownership is restricted to lands within the Corridor designation, with the exception of one small, residentially-designated parcel immediately west of McCowan Road. Proceeding east from Brimley Road, a grade change and vegetation largely separates the residential community from the Corridor and from industrial uses to the north. The grade difference increases as one moves east toward McCowan Road.

South of the C.N.R. Mainline, the Knob Hill Industrial District consists of several large industries, and a substantial amount of vacant land. West of Brimley Road, the major industrial use in the Knob Hill District is Mutual Warehousing Ltd. To the south are vacant C.N.R.-owned lands. East of Brimley Road the major uses are Liquid Carbonic Ltd., and Indusmin Ltd., an aggregate transporting operation. A new road, Skagway Avenue, has been constructed and Brimley Business Court has begun development. The Business Court subdivision now consists of 7 industrial multiple buildings.

Further development or redevelopment of this area is presently hampered by lack of storm water capacity under existing servicing conditions. Work is beginning in the summer of 1984 on a storm water management plan for the Knob Hill district.

Given the limited depth of vacant industrial land between the existing industries and the Corridor, the development of a transportation facility in the Corridor would severely limit further industrial expansion.

A grade separation of Brimley Road and the C.N.R. is now under construction. A future grade separation of McCowan Road and the C.N.R. is proposed.



SECTION 4
EXISTING OWNERSHIPS AND USES

DANFORTH RD.
GRANGER AVE.
MIDLAND AVE.
H.D.R.
EGLINTON COMM.
DESIGNATED FOR H.D.R. AND PARK
LOMBARDY CRES.
LOW DENSITY RES.
GLEN SHEPHARD DR.
FUTURE GRADE SEPARATION
SCARB. LAND
C.N.R.
KNOB HILL IND. DISTRICT
SKAGWAY AVE.
OAKRIDGE DR.
SCARB. LAND
SUBDIVISION UNDER CONSTRUCTION
SCARB. LAND
SCARB. LAND
DESIGNATED FOR INDUSTRIAL USES DUE TO EXPRESSWAY ACCESS
JEANETTE ST.
WALTONICE RD.
MINERVA AVE.
ANDREY AVE.
AVE.
BRIMLEY RD.
CEMETERY
LOW DENSITY RESIDENTIAL
ST. CLAIR AVE.
H.D.R.
CLIFFCREST COMM.
N
0 50 100 200 300 400 METRES
TRANSPORTATION CORRIDOR
METRO OWNED LANDS
C.N. OWNED LANDS
COMMERCIAL
COMMUNITY FACILITIES
OPEN SPACE
COMMUNITY / INDUSTRIAL BOUNDARIES
H.D.R. HIGH DENSITY RESIDENTIAL
M.D.R. MEDIUM DENSITY RESIDENTIAL

Section 5 - McCowan Road to East of Bellamy Road

East of McCowan Road, the Scarborough Transportation Corridor continues as the southern boundary of the Knob Hill Industrial District. Again, the Corridor is vacant, totally Metro-owned and zoned for Industrial Uses.

To the north of the Corridor, between the Corridor and the C.N.R. Mainline, is a vacant, 14 ha parcel of industrially designated land owned by the C.N.R. To the south, single detached dwellings of the Cliffcrest Community back onto the Corridor. In addition, to the south, there is a small, private cemetery which gains access by a laneway out to McCowan Road.

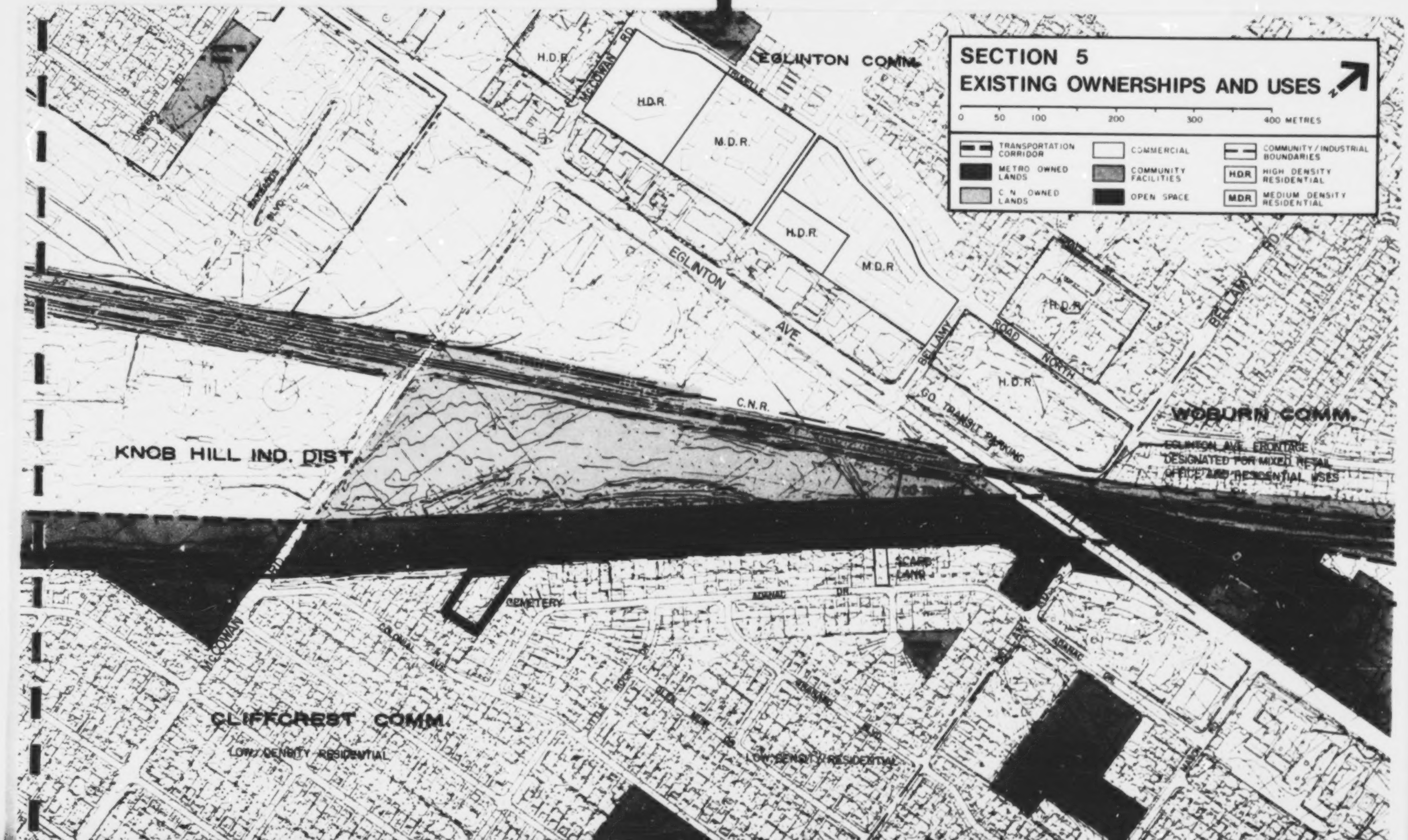
The physical barriers which exist between the residential community and the Corridor west of McCowan Road do not continue east of McCowan; the Corridor is directly visible from the backyards of Colonial Avenue and Adanac Drive. A major road or road/transit option would have a direct visual and noise impact on these properties.

The Eglinton GO Station is located at Eglinton Avenue and Bellamy Road. The station and its accompanying parking are located partially within the Corridor, on Metro-owned land, and partially on C.N.R.-owned land. A major road in the Corridor would require an overpass over Eglinton Avenue and the relocation of the GO Station.

North of Eglinton Avenue, the Corridor rejoins the C.N.R. Mainline and enters the Scarborough Village Community.

At the intersection of Eglinton Avenue and the railway there is a 2.6 ha parcel of land, designated Highway Commercial, and owned by Metro. The site is flat and has potential for development. At present it is vacant with the exception of a Metro Ambulance Station. The Corridor designation covers approximately one-half of this property. The remaining portion is designated Highway Commercial.

Section 6 describes additional Corridor-related policies applying to the lands north of Eglinton Avenue and west of Markham Road.


SECTION 5
EXISTING OWNERSHIPS AND USES
N
0
50
100
200
300
400 METRES
TRANSPORTATION CORRIDOR
METRO OWNED LANDS
C.N. OWNED LANDS
COMMERCIAL
COMMUNITY FACILITIES
OPEN SPACE
COMMUNITY / INDUSTRIAL BOUNDARIES
HDR
HIGH DENSITY RESIDENTIAL
MDR
MEDIUM DENSITY RESIDENTIAL
EGLINTON COMM.
H.D.R.
H.D.R.
M.D.R.
H.D.R.
M.D.R.
H.D.R.
H.D.R.
McCOWAN RD.
EGLINTON AVE.
BELLAMY
ROAD NORTH
BELLAMY RD.
C.N.R.
GO TRANSIT PARKING
WOBURN COMM.
EGLINTON AVE. FRONTAGE DESIGNATED FOR MIXED RETAIL OFFICE AND RESIDENTIAL USES
KNOB HILL IND. DIST.
SCARB. LANG.
ADANAC DR.
CEMETERY
McCOWAN
COLONIAL AVE.
BELLAMY
ADANAC DR.
CLIFFCREST COMM.
LOW DENSITY RESIDENTIAL
LOW DENSITY RESIDENTIAL

Section 6 - East of Bellamy to Scarborough Golf Club Road

The triangular parcel of land bounded by Eglinton Avenue, Markham Road and the C.N.R. Mainline contains a mixture of commercial and residential land uses. The Eglinton and Markham frontages consist primarily of highway commercial uses, consistent with their Official Plan designation. In addition, Scarborough Village Public School, a bilingual school, fronts onto Eglinton Avenue. The interior of the triangle contains 36 privately-owned and well maintained homes fronting onto Beachell and Centre Streets, as well as a 2.4 ha vacant, Metro-owned parcel of land.

The Corridor designation, running adjacent to the C.N.R.-owned right-of-way, proposes the Metro acquisition of 7 residential properties at the northern end of Beachell Street, and the use of approximately one-half of the Metro-owned parcel north of Centre Street.

Amendment No. 36, the Scarborough Village Secondary Plan, adopted in 1961, proposed the redevelopment of this entire triangle for Highway Commercial Uses due to the serious impact that an expressway would have on the area which is "too small to constitute a self-contained neighbourhood". The homes remained in their residential zoning, but Amendment No. 36 stated that "further rezoning to permit comprehensive redevelopment for commercial purposes shall be deemed to comply with the provisions of this Secondary Plan". Upon redevelopment, the Scarborough Village Public School was to be closed or converted to a "specialized" school function. The school has converted to "specialize" as a bilingual school, but a well-maintained residential enclave has remained, despite 23 years of this commercial designation.

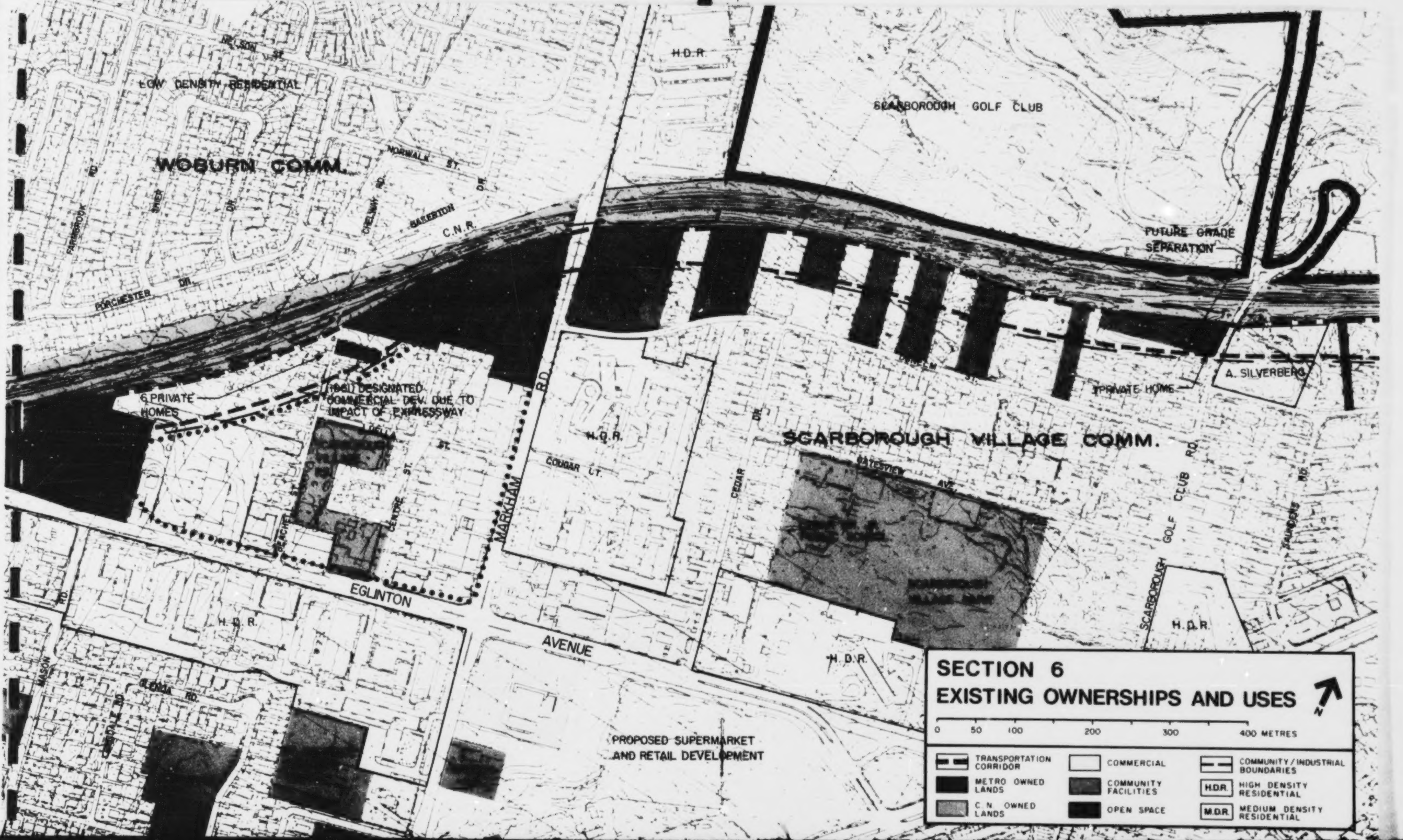
A major road facility or road/transit option in the Corridor would require the acquisition of several homes. A transit-only option directly abutting the railway could have very little impact. The C.N.R. Corridor is very wide in this area, ranging from 27 to 75 metres in width. The possibility of locating a transit facility either wholly or partially within the existing C.N.R. right-of-way could be explored to minimize impact on private property and to release land that has potential for development between the existing homes and the rail corridor.

East of Markham Road the Corridor runs adjacent to the C.N.R., consuming the rear portions of the deep properties fronting onto Dunelm Street. The lots are large and the homes are well kept. The front portions are designated for Residential Uses, permitting only single and semi-detached houses. Metro owns 8 properties, all of which are vacant with the exception of the 1.6 ha parcel of land at the intersection of Markham Road and Dunelm Street. Due to the depth of the properties, Metro owns substantial land, approximately 3 ha outside of the Corridor designation. One land-locked, Metro-owned parcel has been created due to the sale of a parcel of 'surplus' land. The acquisition of the rear 50 m of the 14 remaining residential lots on Dunelm Street and one house fronting onto Scarborough Golf Club Road, would be required to complete the assembly of this section of the Corridor.

From east to west, the elevation of the residential properties ranges from 2.5 to 5.5 metres above the elevation of the C.N.R. tracks. This grade change reduces the visual and noise impact of the railway. A major road facility would be an intrusion into this low density residential area. A transit-only option, if located at the same grade as the tracks, would have minimal impact. Due to the width of the C.N.R right-of-way in this location, the possibility of the location of any future transit facility within the existing C.N.R. right-of-way should be explored.

East of Scarborough Golf Club Road, a similar situation continues along Dale Avenue. At the intersection of these two roads is a vacant, privately-held parcel of land over 1 ha in size. Almost half of the property falls within the Corridor designation.

The remaining properties on Dale Avenue are discussed in conjunction with Section 7.


NELSON ST.
LOW DENSITY RESIDENTIAL
WOBURN COMM.
NORWALK ST.
DR.
FAIRBROOK RD.
SHIER DR.
DR.
CHELWIN RD.
BAKERTON
C.N.R.
DORCHESTER DR.
H.D.R.
SCARBOROUGH GOLF CLUB
FUTURE GRADE SEPARATION
6 PRIVATE HOMES
DESIGNATED COMMERCIAL DEV. DUE TO IMPACT OF EXPRESSWAY
DELTA ST.
ST.
CENTRE ST.
BEACH
MARKHAM RD.
H.D.R.
COUGAR CT.
CEDAR DR.
PRIVATE HOME
A. SILVERBERG
SCARBOROUGH VILLAGE COMM.
GATESVIEW AVE.
SCARBOROUGH GOLF CLUB RD.
RD.
EGLINTON AVENUE
H.D.R.
H.D.R.
H.D.R.
MASON RD.
ELENGA RD.
PROPOSED SUPERMARKET AND RETAIL DEVELOPMENT
N
0
50
100
200
300
400 METRES
TRANSPORTATION CORRIDOR
METRO OWNED LANDS
C.N. OWNED LANDS
COMMERCIAL
COMMUNITY FACILITIES
OPEN SPACE
COMMUNITY / INDUSTRIAL BOUNDARIES
H.D.R. HIGH DENSITY RESIDENTIAL
M.D.R. MEDIUM DENSITY RESIDENTIAL

SECTION 6

EXISTING OWNERSHIPS AND USES

Section 7 - Scarborough Golf Club Road to Galloway Road

There are 12 houses on the north side of Dale Avenue. All of these homes are now privately held but, to complete the Corridor, all but 3 homes are slated for purchase by Metro. Metro now owns 2 vacant parcels on Dale Avenue. Due to the depths of the lots and the siting of the houses, 3 houses could be retained with the rear 50 m of the properties taken for the Corridor.

A major road or road/transit combination in the Corridor would require the demolition of 9 homes and would seriously impact the remaining 3. As well, it would have a substantial impact on the low density residential properties on the south side of Dale Avenue, opening up the frontages to these transportation facilities. Here, as well, the elevation of the C.N.R. tracks is lower than the elevation of the residential lots, reducing the visual and noise impact of the railway. A transit-only option at the same grade as the tracks would have minimal impact. Due to the width of the C.N.R. right-of-way, the possibility of any transit facility, wholly or partially within the existing right-of-way, should be explored.

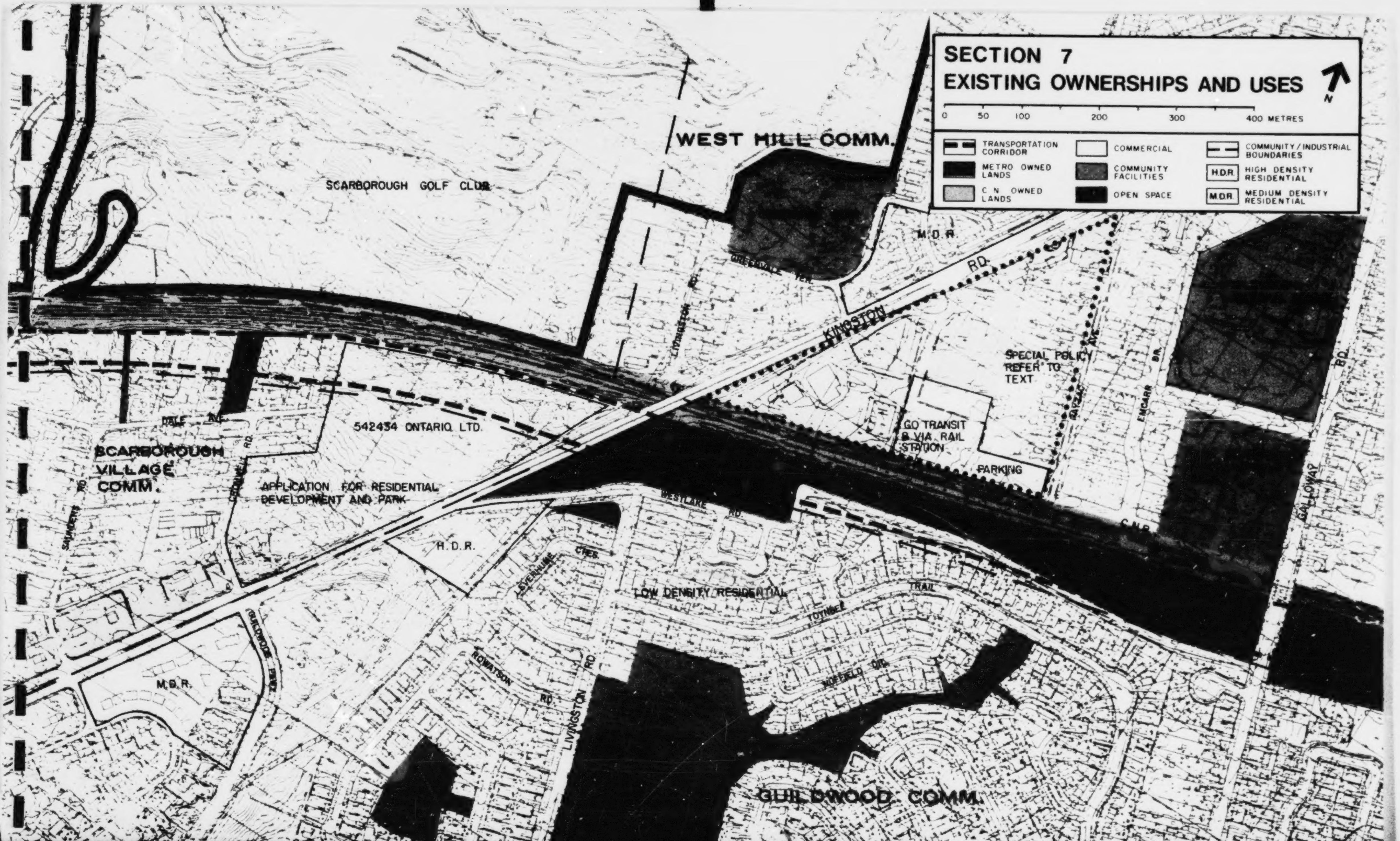
East of Dale Avenue and Cromwell Road, is a vacant parcel of land which is the subject of a current development application. 1.3 ha of this property is within the Corridor designation; 4.2 ha are outside of the Corridor. The Official Plan designation is now Highway Commercial and Church Uses along the Kingston Road frontage, and Residential Uses to the rear. A preliminary plan of subdivision has been received for the development of the front portion of this property in a mixture of low, medium and high residential densities, with a small park. The owners have made application to the Metropolitan Corporation to purchase the rear 1.3 ha falling within the Corridor. This is one of the 4 properties under consideration at the ongoing Ontario Municipal Board Hearing regarding Metro's application to purchase Corridor lands.

The Corridor passes beneath the Kingston Road overpass of the C.N.R. A major road in the Corridor would require the rebuilding of this overpass, while a transit facility could potentially be accommodated with minimal bridge alterations only. When reconstructed in 1980, the bridge was extended to accommodate the extension of Livingston Road underneath the bridge to provide a connection onto the southbound lanes of Kingston Road. This could improve one way access out of the Guildwood Community and the GO Station. This matter, as well as other questions of traffic and access in the Kingston Road/Corridor area, are explained in greater detail in Local Study #2, in Chapter 5 of this Report.

East of Kingston Road, in the Guildwood Community, the Corridor passes through Metro-owned land, consisting of land leased to GO Transit for parking lots associated with the Guildwood GO Station, as well as a 2 ha wooded parcel. A future grade separation of Galloway Road with the C.N.R. is noted in the Official Plan. A major road in the Corridor would require the relocation of the GO Station parking, possibly to the north side of the tracks. It would also have major implications to any Galloway Road grade separation.

To the south, with the exception of the small Chantry Court cul-de-sac, single detached homes of the Guildwood Community back onto the Corridor.

To the north of the Corridor and the C.N.R. right-of-way, a triangular parcel of land in the West Hill Community is designated for Special Transit-Oriented Uses. The designation was put in place in 1970, largely to discourage residential development in the area bounded by Kingston and Galloway Roads and the C.N.R. The area was considered isolated from neighbourhood facilities by major traffic arteries and, therefore, unsuitable for the type of residential development which would generate school pupils. Commercial and Institutional-Residential uses are permitted in this area. A portion of the original designation has been amended to allow low density residential development. The construction of Dunera Avenue to Galloway Road creates a means of safe access to neighbourhood schools and parks.


SECTION 7
EXISTING OWNERSHIPS AND USES
N
0 50 100 200 300 400 METRES
TRANSPORTATION CORRIDOR
METRO OWNED LANDS
C.N. OWNED LANDS
COMMERCIAL
COMMUNITY FACILITIES
OPEN SPACE
COMMUNITY / INDUSTRIAL BOUNDARIES
H.D.R. HIGH DENSITY RESIDENTIAL
M.D.R. MEDIUM DENSITY RESIDENTIAL
WEST HILL COMM.
SCARBOROUGH GOLF CLUB
M.D.R.
GREENDALE TER.
LIVINGSTON RD.
KINGSTON RD.
SPECIAL POLICY REFER TO TEXT
GO TRANSIT & VIA RAIL STATION
PARKING
FAIRFAX AVE.
EMCARR DR.
GALLOWAY RD.
C.N.R.
DALE AVE.
542434 ONTARIO LTD.
SCARBOROUGH VILLAGE COMM.
SAUNDERS RD.
CRONE RD.
APPLICATION FOR RESIDENTIAL DEVELOPMENT AND PARK
WESTLAKE RD.
H.D.R.
EVENHURST CRES.
LOW DENSITY RESIDENTIAL
TOYNBEE TRAIL
GUILDWOOD PKWY.
ROWATSON RD.
HOFFIELD DR.
M.D.R.
GUILDWOOD COMM.

Section 8 - Galloway Road to West of Manse Road

East of Galloway Road, the Scarborough Transportion Corridor is almost completely owned by Metro. Five homes fronting onto Portia Street and a 0.8 ha vacant parcel abutting the Greyabbey Ravine constitute the private ownership.

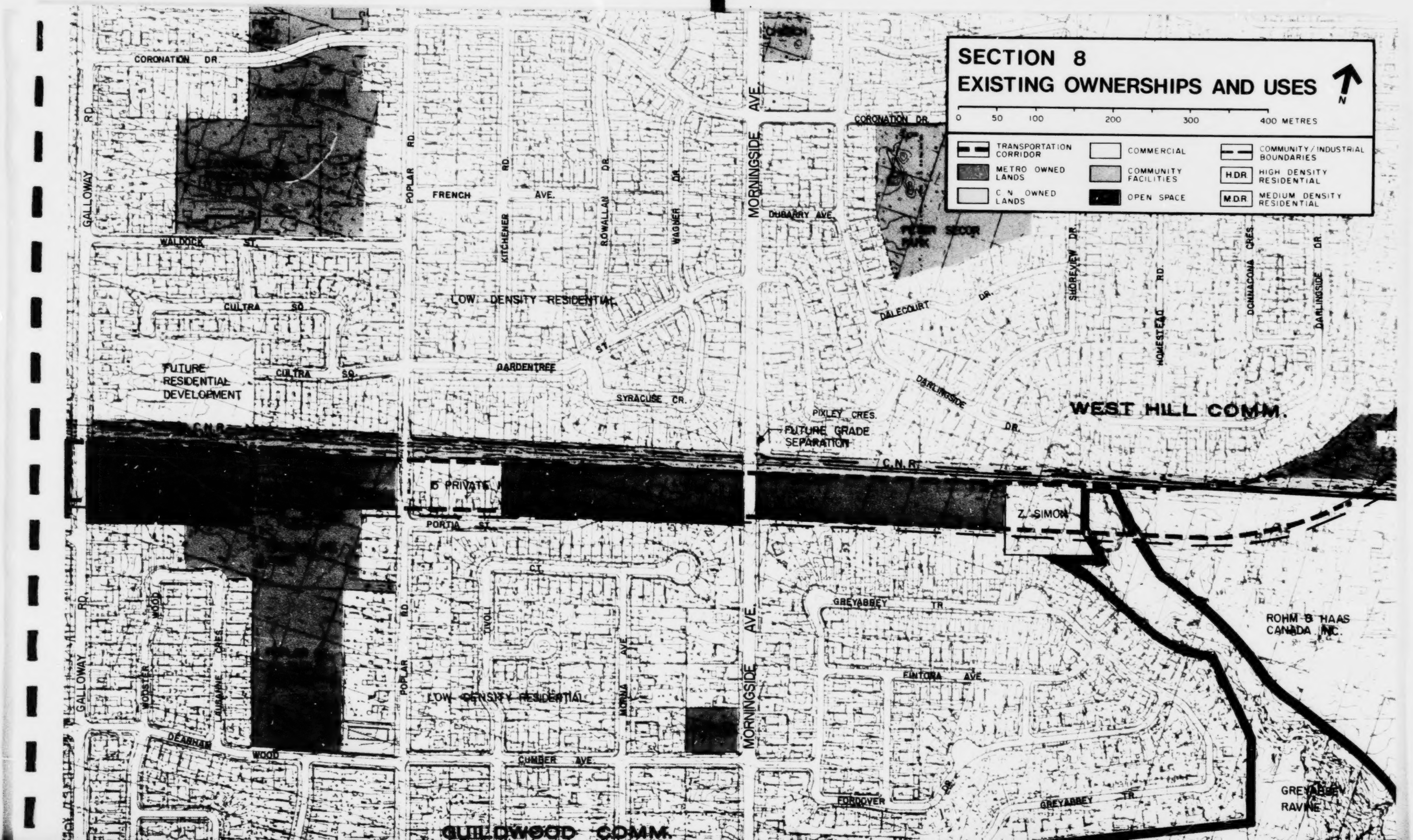
With the exception of 4 houses, the Metro land is vacant. A portion between Poplar Road and Morningside Avenue is used for pasturing horses. The land is flat, with the C.N.R. tracks built up slightly higher than the adjacent residential uses.

To the south of the Corridor is Neighbourhood 2 of the Guildwood Community, a stable, low density residential area. This area was developed following the establishment of the Expressway designations, and properties on streets such as Tivoli Court and Greyabbey Trail turn their backs on the Corridor. Substantial tree growth partially shields the railway from adjacent homes. Poplar Road Park is located west of Poplar Road, south of the Corridor, and blends in with the vacant Corridor lands.

The Official Plan shows future grade separations of the C.N.R. with both Galloway Road and Morningside Avenue. Poplar Road is not indicated for a future grade separation.

The Z. Simon property, adjacent to Greyabbey Ravine, is a vacant, 0.8 ha parcel of land which appears at first to be landlocked, but which obtains access via an easement over Metro-owned land onto Morningside Avenue.

The eastern limit of the Guildwood Community is the Greyabbey Ravine, owned by the City of Scarborough. This ravine drops steeply to Lake Ontario. The slopes are erosion prone and care should be taken in any adjacent development or excavations.



SECTION 8
EXISTING OWNERSHIPS AND USES

N
0 50 100 200 300 400 METRES
TRANSPORTATION CORRIDOR
METRO OWNED LANDS
C.N. OWNED LANDS
COMMERCIAL
COMMUNITY FACILITIES
OPEN SPACE
COMMUNITY/INDUSTRIAL BOUNDARIES
H.D.R. HIGH DENSITY RESIDENTIAL
M.D.R. MEDIUM DENSITY RESIDENTIAL
CORONATION DR.
GALLOWAY RD.
POPLAR RD.
FRENCH AVE.
KITCHENER RD.
ROWALLAN DR.
WAGNER DR.
MORNINGSIDE AVE.
CHURCH
CORONATION DR.
DUBARRY AVE.
PETER SECOR PARK
WALDOCK ST.
LOW DENSITY RESIDENTIAL
CULTRA SQ.
FUTURE RESIDENTIAL DEVELOPMENT
CULTRA SQ.
GARDENTREE ST.
SYRACUSE CR.
DALECOURT DR.
SHOREVIEW DR.
HOMESTEAD RD.
DONNACONA CRES.
DARLINGSIDE DR.
DARLINGSIDE DR.
PIXLEY CRES.
FUTURE GRADE SEPARATION
WEST HILL COMM.
C.N.R.
C.N.R.
PRIVATE
PORTIA ST.
Z. SIMON
CT.
GREYABBEY TR.
ROHM & HAAS CANADA INC.
WOOD
CRES.
TIVOLI
AVE.
FINTONA AVE.
LOW DENSITY RESIDENTIAL
DEARHAM WOOD
CUMBER AVE.
FORDOVER DR.
GREYABBEY TR.
GREYABBEY RAVINE
GUILDWOOD COMM.

Section 9 - The C.N.R. to Neilson Creek

East of Greyabbey Ravine, the Scarborough Transportation Corridor passes through a corner of the Coronation Drive Industrial District, then swings north, becoming part of the West Hill Community Plan.

South of the C.N.R., the Corridor passes through a corner of the Rohm & Haas property. Rohm & Haas is a manufacturer of acrylics and plastizers. The Corridor, as defined, encroaches on approximately 50 m of this industrial property, passing through settling ponds, storage tanks and the electrical transformer, before swinging north across the C.N.R. tracks and Manse Road. It passes through 2 privately owned homes and a parcel of vacant Metro land west of Manse Road.

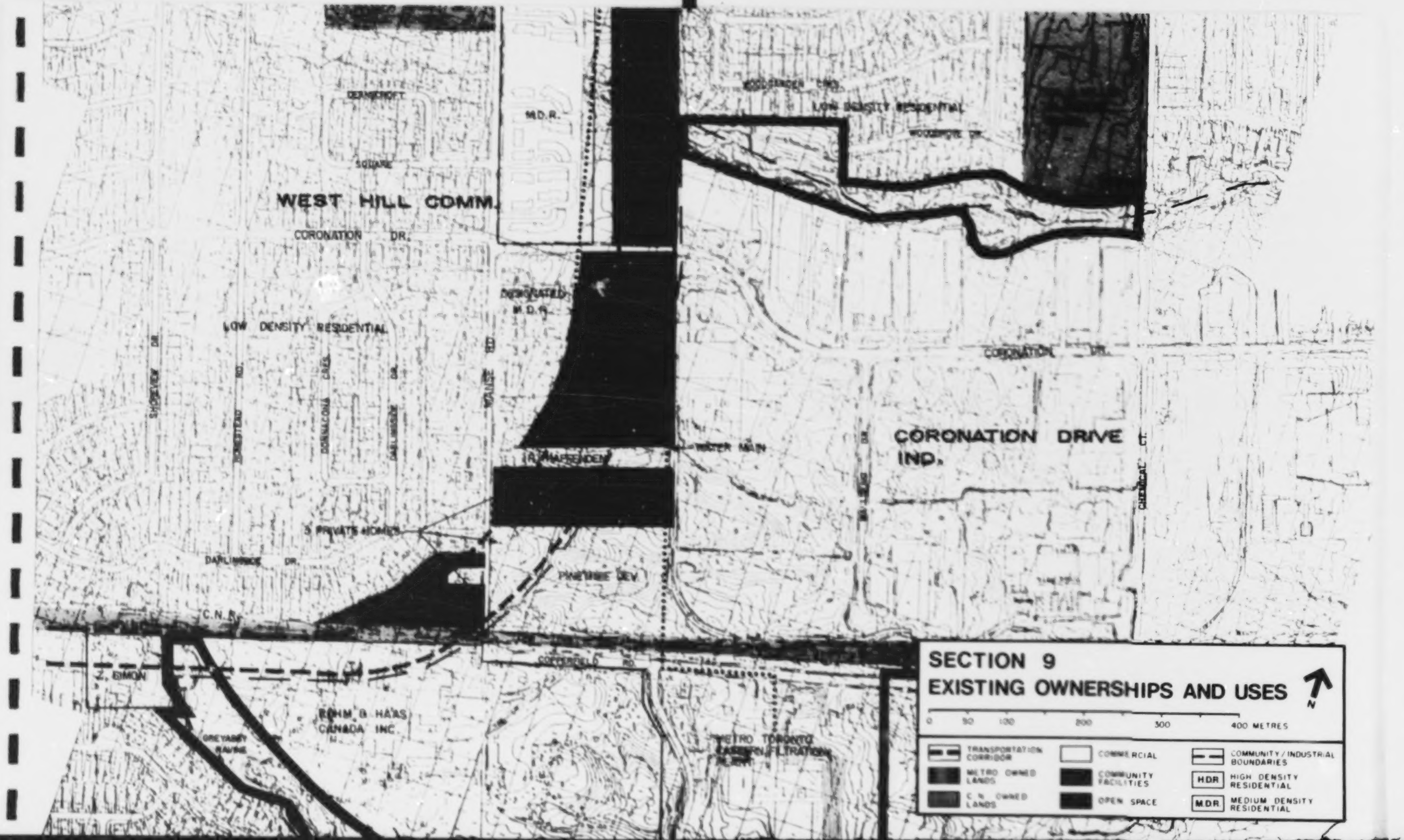
East of Manse Road, north of the C.N.R., is a 3.6 ha vacant parcel of land owned by Pinetree Developments Ltd., as well as 13 residential properties. The residential properties once consisted of very deep lots. Metro has acquired the rear portion of 10 of the properties, and 2 of the residential parcels in their totality. The remaining, privately-owned residential property and the Pinetree Developments parcel are two of the properties under consideration at the ongoing Ontario Municipal Board Hearing of the Metro application to purchase Corridor lands.

At the present time, houses along Manse Road, south of Coronation Drive, are unserviced and the road is in very poor condition. Services are scheduled for 1985, and the road will be improved in conjunction with this project.

The Corridor stretches as an open field from Manse Road to Neilson Creek, and acts as the separation between the West Hill Community and the Coronation Drive Industrial District. The West Hill Community Plan was prepared in 1960, when an expressway was proposed. The Plan states that, in the vicinity of Manse Road, in the absence of details of the exact route of the expressway, all adjacent lands to the west would be zoned for a residential use, and all lands remaining east of the S.T.C. should revert to 'Industrial Area Uses'. The vacant properties are zoned residential. The Pinetree property and the vacant, Metro-owned lands to the north are, therefore, in a situation where the zoning is residential but the Official Plan designation could be either industrial or residential, depending on the location of a possible transportation facility within the Corridor.

Two large trunk watermains from the Metro Toronto Eastern Water Filtration Plant cross the Corridor south of Coronation Drive and run parallel to it north to Kingston Road.

Concerns have been raised with regard to the use of residential streets, Manse Road, Coronation Drive and Beechgrove Drive, as access routes for industrial traffic into the Coronation Drive Industrial District and into the proposed Metro regional recreational facility at East Point Park. The use of Corridor lands as a local access road has been suggested as one possible solution. This issue will be examined in detail as Local Study #3 in Chapter 5.



SECTION 9

EXISTING OWNERSHIPS AND USES

N
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50
100
200
300
400 METRES
TRANSPORTATION CORRIDOR
METRO OWNED LANDS
C.N. OWNED LANDS
COMMERCIAL
COMMUNITY FACILITIES
OPEN SPACE
COMMUNITY / INDUSTRIAL BOUNDARIES
HDR HIGH DENSITY RESIDENTIAL
MDR MEDIUM DENSITY RESIDENTIAL
DERNCROFT
SQUARE
M.D.R.
WEST HILL COMM.
CORONATION DR.
DESIGNATED M.D.R.
LOW DENSITY RESIDENTIAL
SHOREVIEW DR.
DORNACONA CRES.
DARLINGSIDE DR.
WATER MAIN
R. MAPPENDEN
5 PRIVATE HOMES
DARLINGSIDE DR.
PINETREE DEV.
C.N.R.
COPPERFIELD RD.
Z. SIMON
ROHM & HAAS CANADA INC.
GREYABBY RAVINE
METRO TORONTO EASTERN FILTRATION PLANT
LOW DENSITY RESIDENTIAL
WOODGATE DR.
CORONATION DR.
CORONATION DRIVE IND.
CHEMICAL CT.

Section 10 - The Neilson Creek to Kingston Road/Highway 2A

Between Neilson Creek and Lawrence Avenue, the Scarborough Transportation Corridor continues as an open field, completely in Metro ownership. Residential development has taken place to the east and west, designed in the knowledge of an 'Expressway' and then 'Corridor' designation. To the east, single detached dwellings on Melchior Drive and Woodgarden Crescent back onto the Metro lands. To the west, townhouse development has taken place. Over the past year, a subdivision of single detached dwellings has been constructed at the intersection of Manse Road and Lawrence Avenue. Homes in this subdivision back onto the Corridor. In addition, at the end of Hainford Street, there is a proposal for 30 units of low-rise apartment development.

There are no existing crossings of the Corridor between Lawrence Avenue and Coronation Drive, however the West Hill Community Plan does show the proposed road connection of Wildlark Drive with Hainford Street. This connection, should it be implemented, would require the removal of one home on Melchior Drive which is in the path of the proposed road.

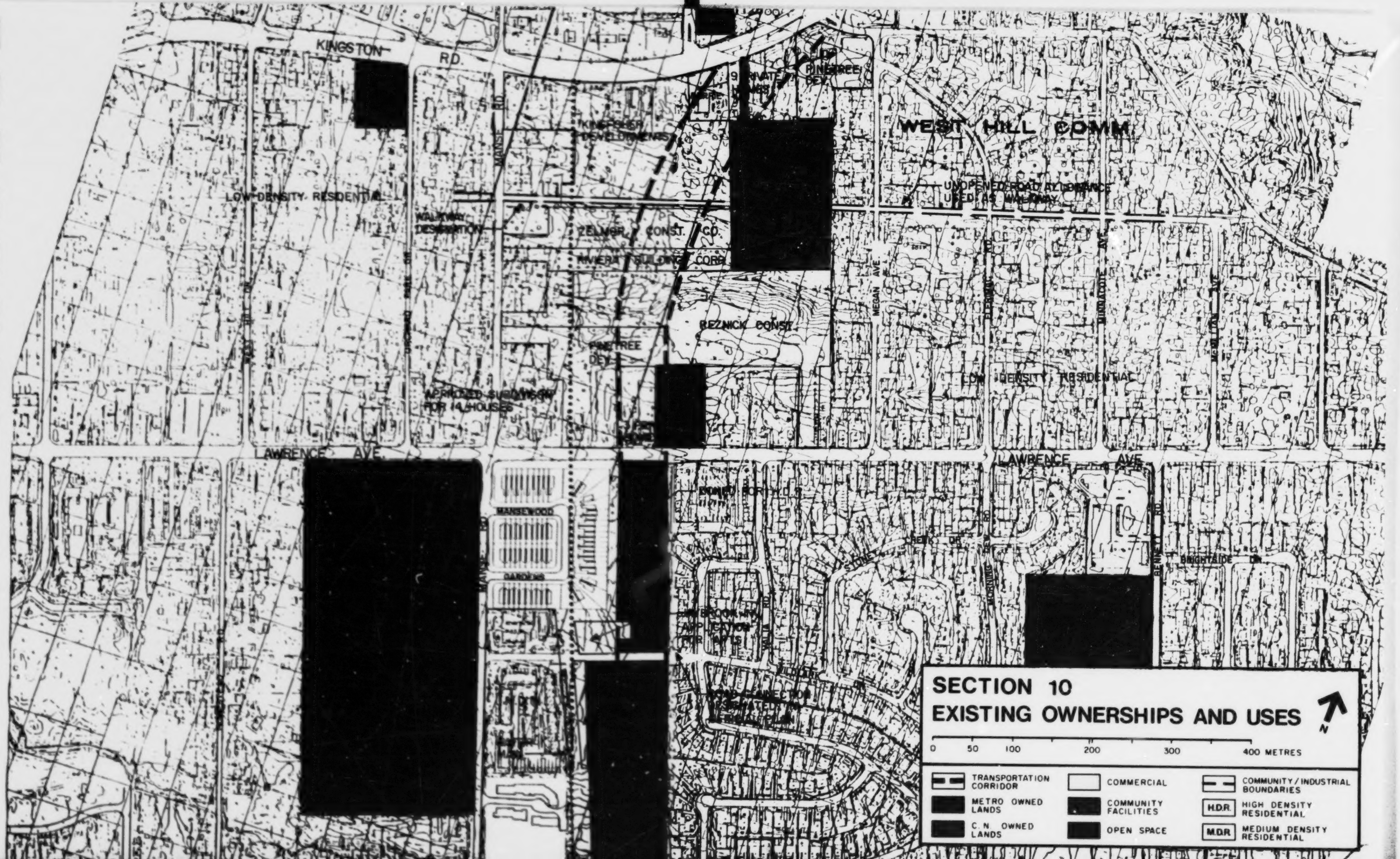
North of Lawrence Avenue, only one small parcel of land within the Corridor is under Metro ownership. The block bounded by Kingston Road, Manse Road, Lawrence Avenue and Megan Avenue is largely owned by 5 development companies. One 2.8 ha parcel is owned by the City of Scarborough for the Megan Road Park. While properties fronting onto these roads are developed, the centre of the block remains largely vacant. The Scarborough Transportation Corridor runs through the northwest portion of the block.

At the present time, a plan of subdivision for the Pinetree Development company is going through the approval process. A 0.3 ha section of this holding lies within the Corridor designation and is one of the four properties which is the subject of the ongoing Ontario Municipal Board Hearing on Metro's application to purchase further lands within the Corridor. To date, development applications have not been received on additional vacant parcels. Official Plan policies would permit the development of this area for detached and semi-detached dwellings only, consistent with existing development along Megan Avenue and Manse Road.

The Official Plan calls for the protection of a walkway through this block, connecting Megan Avenue and Manse Road and passing through the Megan Road Park. The policies state that, in the event of the construction of a transportation facility within the Corridor, a grade-separated pedestrian crossing will be provided.

Despite the residential designation, there is presently Highway Commercial zoning along the Kingston Road frontage of this block. A fishing supply company, a swimming pool supply company and 9 houses are located within the Corridor designation.

The Scarborough Transportation Corridor designation ends where it meets Kingston Road/Highway 2A. Highway 2A is noted on the Official Plan Schedule C -Roads Plan as having a 45 m + right-of-way.



SECTION 10
EXISTING OWNERSHIPS AND USES

KINGSTON RD.
WEST HILL COMM
LOW DENSITY RESIDENTIAL
KINGSRIDGE DEVELOPMENTS
9 PRIVATE HOMES
PINETREE DEV.
UNOPENED ROAD ALLOWANCE USED AS WALKWAY
WALKWAY DESIGNATION
ZELMOR CONST. CO.
RIVERA BUILDING CORP.
REZNICK CONST.
PINETREE DEV.
APPROVED SUBDIVISION FOR 14 HOUSES
LOW DENSITY RESIDENTIAL
LAWRENCE AVE
LAWRENCE AVE
MEGAN AVE
MANSEWOOD GARDENS
BRIGHTSIDE DR.
N
0
50
100
200
300
400 METRES
TRANSPORTATION CORRIDOR
METRO OWNED LANDS
C.N. OWNED LANDS
COMMERCIAL
COMMUNITY FACILITIES
OPEN SPACE
COMMUNITY / INDUSTRIAL BOUNDARIES
H.D.R. HIGH DENSITY RESIDENTIAL
M.D.R. MEDIUM DENSITY RESIDENTIAL

Chapter Three:

CORRIDOR OPTIONS

In developing recommendations for specific future uses of the Scarborough Transportation Corridor, this Study has examined a range of transportation, land use and land ownership options. The options, summarized in this Chapter, provide the basis for transportation, economic and land use analyses in the following chapters.

3.1 Transportation Options

The first step was to identify road and transit options which could be constructed within the Corridor, and to explore the property implications and the amount of land required to accommodate each of them. Major transportation options were displayed at Public Open Houses held in October of 1983. As noted, an expressway was excluded from consideration.

Road Options include:

- A 4 to 6 lane controlled-access, divided arterial road running the entire length of the Corridor, connecting Highway 2A with Victoria Park Avenue;
- An arterial road through portions of the Corridor, which could merge with existing Scarborough arterials such as Kingston Road or Eglinton, St. Clair or Danforth Avenues to create a through arterial route;
- Minor arterial or collector roads through portions of the Corridor, using the Corridor land to resolve local traffic problems and/or to provide access to undeveloped land adjacent to the Corridor; or
- Minor local roads and the extension of

existing local roads, to facilitate the extension of new development into the Corridor lands.

Transit Options:

Transit alternatives focused on the possible expansion of the GO Commuter Rail service within the GO Transit Lakeshore Corridor.

In 1982, the Provincial Government announced a long-term strategy for the implementation of major improvements to the inter-regional transportation service between Oakville and Oshawa. While improvements to the existing GO Train service within the C.N.Rail Corridor would be considered by the Province within the short term, the longer-term expansion of the GO service on C.N.R. tracks was rejected in favour of a new GO ALRT (Advanced Light Rail Transit) facility on an exclusive right-of-way. The new technology would replace the existing GO diesel locomotives on the C.N.R. tracks and replace them with a smaller, lighter, quieter, electrically powered vehicle capable of a higher frequency of service and increased capacity in a separate GO ALRT right-of-way.

Studies are now being conducted by the Provincial Government to determine an alignment for the GO ALRT 'Lakeshore Corridor'. These studies include the examination of alternative alignments in and adjacent to the C.N.R. Mainline right-of-way including alignments within the Scarborough Transportation Corridor.

One possible alignment would follow the Scarborough Transportation Corridor through its length, then follow Kingston Road/Highway 2A to Highway 401, crossing the Rouge River at Highway 401. A second possible alignment would follow the east-west portion of the Corridor but, instead of swinging north to Highway 2A, the GO ALRT line would follow the C.N.R. east and cross the Rouge River near the C.N.R. bridge. Another major choice occurs in the Knob Hill Industrial District, where the GO ALRT line could follow either the Scarborough Transportation Corridor or the C.N.R. Mainline.

It had been expected that Phase I of the GO ALRT Study, outlining possible alignment alternatives, would be made public in the Spring of 1984; however, it now appears that the alignment alternatives will not be made public until the Fall of 1984 at the earliest. Recent news reports have raised considerable uncertainty as to whether the GO ALRT Lakeshore alignment will proceed.

Recent studies completed by Metro and the Toronto Transit Commission have not identified a need for T.T.C. facilities within the Corridor. A T.T.C. rapid transit line has not, therefore, been included as an option.

Laying out Transportation Alternatives

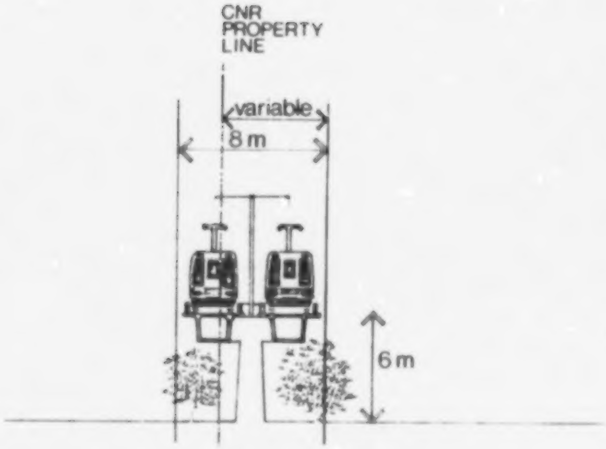
In laying out road and transit alternatives, it was determined that all were physically feasible and could be accommodated within the designated width of the Corridor. The amount of land required does vary with each option, as illustrated in Figure 3.1. The greatest amount of land, 50 m, would be required for the combination of a rapid transit facility and an arterial road.

Existing development patterns adjacent to the Corridor limit opportunities for the intersection of a through road with local streets. As well, allowing arterial road traffic to filter onto local streets would not be desirable. An arterial road would, therefore, be restricted largely to longer distance, through-type traffic with connections at arterials roads.

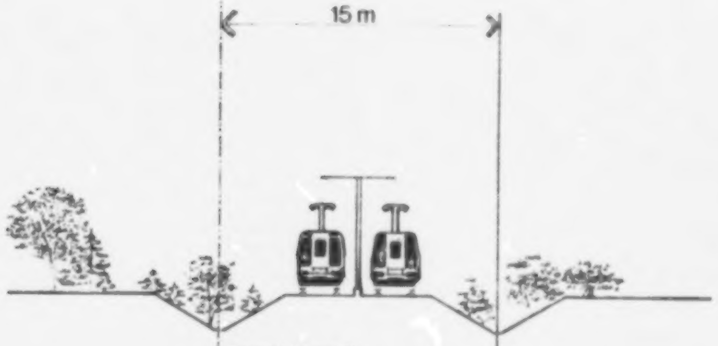
The location of the Corridor immediately beside the C.N.R. would, however, make at-grade intersections for the arterial road options very difficult. Most of the existing north-south arterial roads are grade-separated from the C.N.R. tracks, or will be in the future. Since the elevation of the Corridor lands generally follows the profile of the tracks, at-grade intersections of these roads with a new arterial road in the Corridor would not be physically feasible in some instances, and would require sub-standard design treatment in several others.

The precise land requirements for a rapid transit facility depend to a large extent on negotiations with the C.N.R. If a GO ALRT line is constructed, the existing GO Transit commuter rail service would be removed. Since this service is more than 55% of the existing rail traffic in the C.N.R. right-of-way, the need for track space may be substantially reduced. Given that the C.N.R. property is 80 feet or wider throughout Scarborough, it is possible that no private property at all is required for a rapid transit facility. Until the C.N.R. requirements are known precisely, the actual amount of private land required for a separate GO ALRT facility cannot be determined. The worst case would be that none of the C.N.R. right-of-way would be available for GO. A separate 15 m wide strip of land would then be required. This 15 m width has been used as the general guideline for transit requirements throughout this Study.

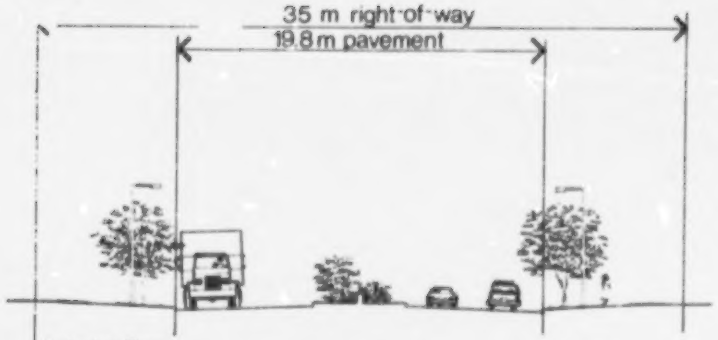
Figure 31 Possible Road & Transit Configurations and Right-of-way Needs


CNR
PROPERTY
LINE
variable
8 m
6 m

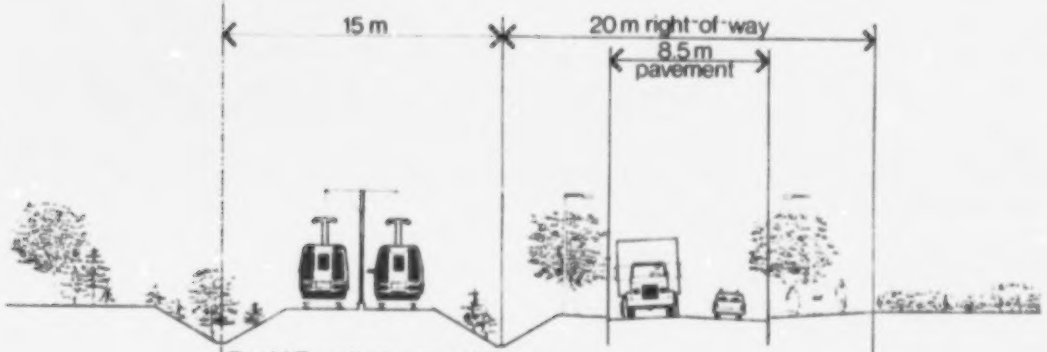
Rapid Transit
Possible Special Cases (Minimum ROW Required)



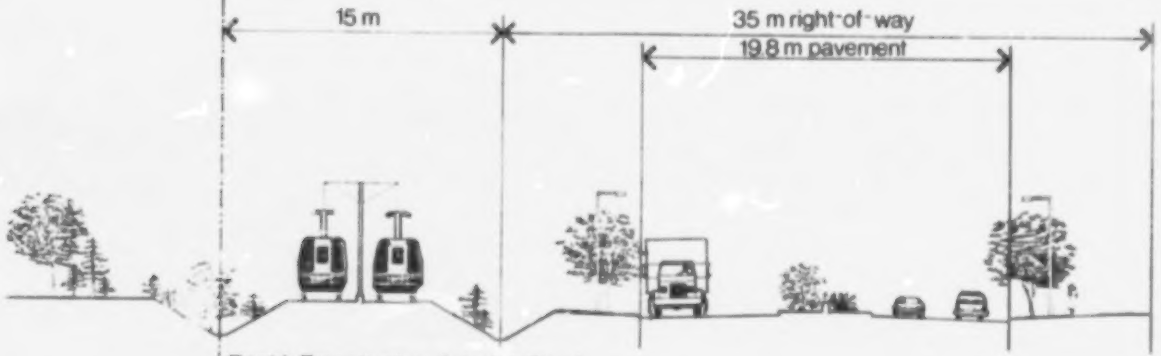
Rapid Transit
Typical At-grade


35 m right-of-way
19.8 m pavement

Arterial Road
Typical Divided Arterial


15 m
20 m right-of-way
8.5 m
pavement

Rapid Transit plus Local Road
Possible Configuration


15 m
35 m right-of-way
19.8 m pavement
CNR
PROPERTY
LINE

Rapid Transit plus Arterial Road
Possible Configuration (Maximum ROW Required)

3.2 Land Use Options

For each of the major transportation alternatives, or combination of alternatives identified, accompanying land use options were explored. The transportation facilities were mapped, and a detailed land use study was undertaken. The land use study consisted of two major components: a determination of the potential for development in and adjacent to the Corridor, and a determination of the impact of potential uses or facilities in the Corridor on adjacent land uses.

The four basic options are summarized in Table 3.1. Each has been mapped and analysed in detail to determine the development potential of the remaining lands. The recommended uses are discussed in Chapter 6.

TABLE 3.1

TRANSPORTATION OPTIONS FOR THE SCARBOROUGH TRANSPORTATION CORRIDOR

	MAJOR ROAD IN CORRIDOR	NO MAJOR ROAD IN CORRIDOR
RAPID TRANSIT IN CORRIDOR	A major road and transit combination would substantially fill the Corridor and require the acquisition of the remaining privately-held uses. Surplus Metro land outside the Corridor could be sold for development purposes. There would be substantial impact on adjacent lands and existing uses within the Corridor.	Transit would consume only a portion of the Corridor, leaving room for infill development in and adjacent to the Corridor. Surplus land to the transit line could be sold. Many existing uses in the Corridor could be retained. Some potential would exist for redevelopment near transit stations.
NO RAPID TRANSIT IN CORRIDOR	A major road would fill most of the Corridor lands. Surplus Metro lands outside of the Corridor could be sold for development. There would be substantial impact on adjacent lands and existing uses within the Corridor.	With no facility in the Corridor, existing land uses could be retained. Vacant Corridor lands could be developed by the extension of local streets. All lands held by Metro in association with the Corridor could be sold.

3.3 The 'Null' Option

Metro's initial purchase of land within the Scarborough Transportation Corridor was based on the proposed construction of an expressway. Since the adoption of the recommendations of Report 47 of the Metropolitan Toronto Transportation Plan Review, the retention of this land and requests for the acquisition of additional parcels have been based on the perceived need to protect the Corridor for a possible future transportation facility of an unspecified nature, to be implemented at an unspecified date.

If the transportation need and demand analysis of this Study concludes that no transportation facility is required in the Corridor in the foreseeable future, or that only a small portion of the Corridor would be required for specific facilities, an argument could still be brought forward that the Corridor lands should be retained for some possible, as yet unknown transportation use sometime in the distant future. The protection of the Corridor, without plans to implement a specific facility, could be perceived as a means of 'keeping Scarborough's options open'. The option of keeping our options open is, however, not without costs to both the public and private sector. Costs to the public purse would include lost municipal tax revenue as well as the costs of carrying vacant land. Costs to private individuals result in uncertainty concerning the future of the neighbourhood, difficulty in selling one's property and fear of reduced property values due to neighbourhood decline if homeowners are unwilling to improve their properties in the shadow of the Corridor. Private industries will have to face this uncertainty in long-term planning, and may choose to relocate, taking jobs and assessment with them.

The economic component of the Study examined the costs associated with holding land and prohibiting development for the long term in order to protect the option of a future facility, and attempted to determine the magnitude of these costs. Social costs, though more difficult to quantify, have also been identified.

Chapter Four:

TRAVEL DEMAND ANALYSIS

This Chapter assesses the need for a potential road or transit line within the Scarborough Transportation Corridor by describing existing travel patterns in the Study Area, reviewing historical growth, and analyzing potential future growth in travel.

An historical perspective enables an update on previous transportation studies, and allows a comparison of past travel forecasts with the patterns that have actually emerged. Existing demographics and travel patterns in the Study Area then provide a frame of reference from which to project future growth in travel demand.

Forecasts of future travel rely heavily on assumptions about future development patterns. Establishing reasonable limits on the range of uncertainty for such development projections is difficult when studying a specific area in isolation. Fortunately, there are several other large scale transportation studies underway which have provided up-to-date development projections from all of the surrounding municipalities. The analysis of this information has provided an excellent regional perspective from which to focus on the specifics of the Scarborough Transportation Corridor.

4.1 The Area of Analysis

The catchment area which could be served by possible transportation facilities in the Corridor is defined by its location and orientation, parallel to the shoreline of Lake Ontario between Durham Region and the City of Toronto. For the purposes of analyzing development patterns and travel growth, a Study Area was defined by assembling a series of analysis zones, as illustrated in Figure 4.1.

It is assumed that virtually all of the travel in the Scarborough Transportation Corridor would originate in or be destined to this area.

Travel patterns in this Study Area are already well established. There is presently a strong directional peak in flow, inbound towards the City of Toronto during the weekday morning peak period and outbound towards Durham in the afternoon peak. The travel analysis focuses particularly on these peak period work trips.

4.2 Existing Work Trip Patterns

Scarborough

There were approximately 237,300 employed persons among the 1981 population, making Scarborough the third largest supplier of labour in the Toronto region.

The distribution of places of work for Scarborough's labour force is summarized in Table 4.1. The large number and proximity of jobs in the Cities of Toronto and North York attract large numbers of Scarborough workers. At present, there is a fairly small number of jobs in Scarborough relative to its size. A large proportion of the jobs in Scarborough are, however, taken by Scarborough residents, such that Scarborough itself remains the largest attractor of the resident labour force. Thirty-seven per cent of Scarborough's resident labour force works in Scarborough. 63% commute out; 29% to the City of Toronto.

Approximately 59% of people employed in Scarborough are Scarborough residents. The place of residence of the remaining employees is distributed fairly evenly throughout the Toronto area, as summarized in Table 4.2.

Pickering/Ajax and Durham

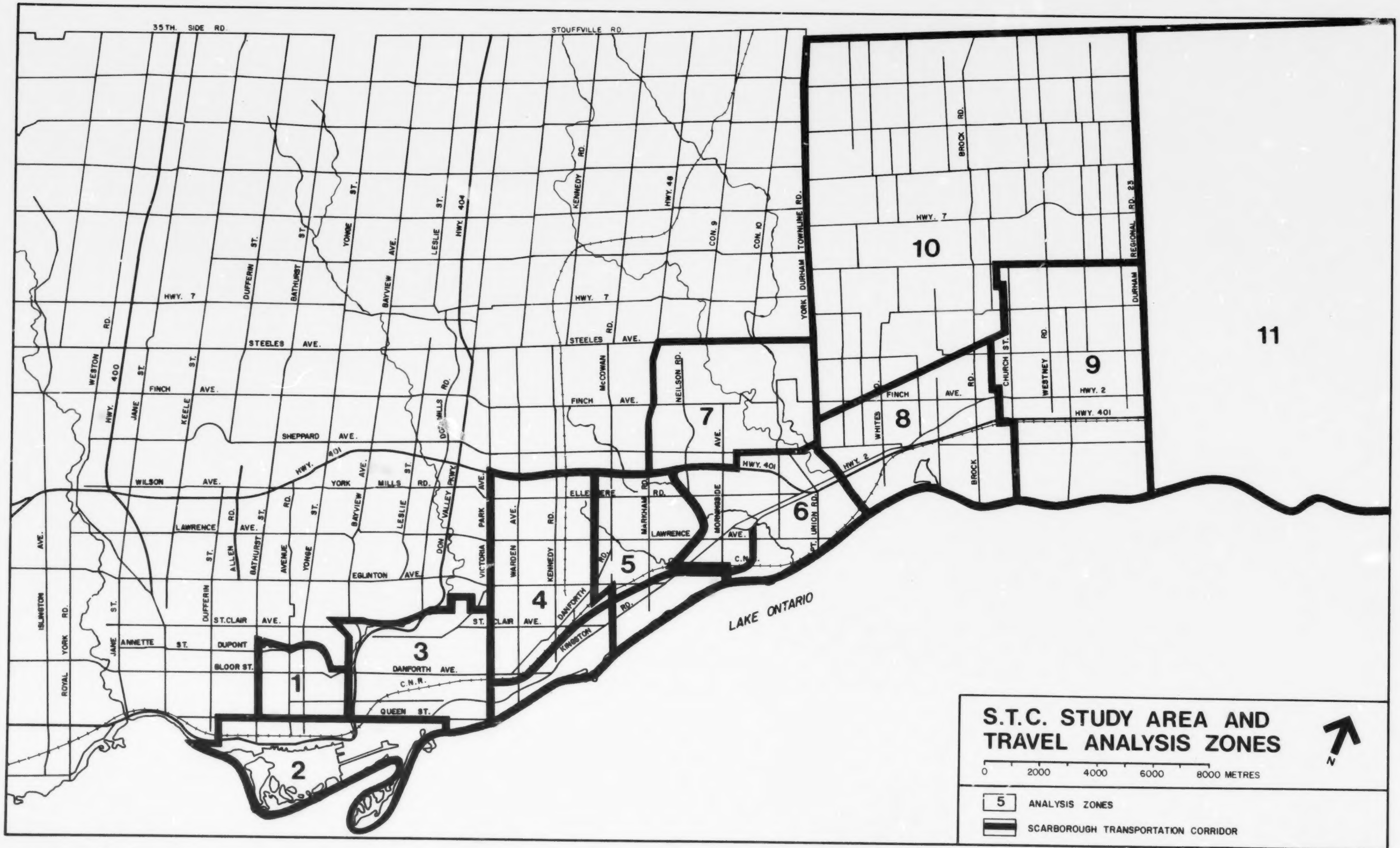
As shown in Table 4.1, the combined population of Pickering and Ajax amounts to less than 15% of Scarborough's population. Similarly the employed labour force is proportionately small. Consequently, the trip patterns established by this labour force are relatively less important than Scarborough's.

Only 30% of the labour force is employed locally in Pickering or Ajax. Approximately 55% are employed in Metro, with Scarborough and Toronto, at 20% each, being the principal destinations.

In contrast to the Pickering/Ajax areas' dependence on Metro for jobs, the Region of Durham as a whole is substantially more self-sufficient. Durham's 1981 population was estimated at 283,600. The employed labour force of 120,600 persons was approximately half of Scarborough's labour force. The Region's Planning Department estimates that approximately 65% of Durham's workers are employed in the Region, mostly in the Whitby-Oshawa area. Approximately 37,000 persons, commute to Metro to work, with Scarborough the principal destination, followed closely by the City of Toronto. Most of these Durham commuters are Pickering and Ajax residents.

Toronto

The City of Toronto, and in particular the Central Area, remains the largest concentration of jobs in the region. Journey to work data from the 1981 Census shows approximately 580,600 persons employed in the City of Toronto. The greatest number of these jobs, 38%, were held by residents of the City itself. North York and Scarborough also contributed significantly to this employment (15% and 12% respectively). Durham Region including Pickering and Ajax, contributed 14,000 workers, less than 3% of the Toronto employment. Table 4.2 summarizes this information.


35TH. SIDE RD.
STOUFFVILLE RD.
HWY. 7
STEELES AVE.
FINCH AVE.
SHEPPARD AVE.
HWY. 401
WILSON AVE.
YORK MILLS RD.
LAWRENCE AVE.
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C.N.R.
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DUFFERIN ST.
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LESLIE ST.
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DON MILLS RD.
DON VALLEY PKWY.
VICTORIA PARK AVE.
WARDEN AVE.
KENNEDY RD.
McCOWAN RD.
HWY. 48
CON. 9
CON. 10
YORK DURHAM TOWNLINE RD.
NEILSON RD.
MORNINGSIDE AVE.
MARKHAM RD.
ELLESMERE RD.
DANFORTH RD.
KINGSTON RD.
PT. UNION RD.
C.N.
HWY. 2
WHITES RD.
BROCK RD.
CHURCH ST.
WESTNEY RD.
DURHAM REGIONAL RD. 23
LAKE ONTARIO
1
2
3
4
5
6
7
8
9
10
11
0
2000
4000
6000
8000 METRES
N
5
ANALYSIS ZONES
SCARBOROUGH TRANSPORTATION CORRIDOR

S.T.C. STUDY AREA AND TRAVEL ANALYSIS ZONES

FIG. 4·1

TABLE 4.1

1981 DISTRIBUTION OF WORK PLACES FOR SELECTED RESIDENT LABOUR FORCES

	Scarborough	Pickering/ Ajax	Durham Region**
Population	443,400	63,300	283,600
Employed Labour Force	237,300*	32,900*	120,600
Number of Jobs	151,135*	23,280*	90,000
Live and Work in Same Municipality	88,400*	10,000*	82,600
Residual			
Out-Commuters To:			
City of Toronto	67,900	6,500	14,100
Scarborough	N/A	6,500	11,200
Rest of Metro	56,300	5,000	9,200
Other	24,700	4,900	3,500

* Includes persons who work at home.
** Includes Pickering and Ajax.

Source: - 1981 Census - Preliminary Distribution of Journey to Work Data
- Demographic Trends-Population and Household Forecasts, 1981-2006, Durham Planning Department, September 1982.

TABLE 4.2

1981 DISTRIBUTION OF PLACE OF RESIDENCE FOR TORONTO AND SCARBOROUGH EMPLOYEES

	City of Toronto		City of Scarborough	
Total No. of Jobs:	580,600*		151,100*	
Employees Live In:	No.	%	No.	%
Scarborough	67,900	11.7%	88,400	58.5%
Toronto	222,700	38.4%	12,100	8.0%
North York	89,400	15.4%	17,400	11.5%
Rest of Metro	105,900	18.2%	8,900	5.9%
Pickering/Ajax	6,500	1.1%	6,500	4.3%
Rest of Durham	2,500	0.4%	3,000	2.0%
Other	85,700	14.8%	14,800	9.8%

*Includes persons who work at home.

Source: - 1981 Census - Preliminary Distribution of Journey to Work Data.

4.3 Existing Travel Patterns

The manner in which the patterns of population and employment are translated into actual peak period travel can be observed through vehicle counts on roads and transit ridership counts on commuter rail, subway, and bus facilities. A description of these flows, at key locations and on specific facilities, is provided in order to document existing travel patterns in the Study Area. The location of these key screenlines[1] and transportation facilities is shown in Figure 4.2.

The East Metro Boundary

Travel across the East Metro Boundary Screenline, between Pickering and Scarborough, is restricted principally to Highway 401/Highway 2, and train travel on the C.N.R. Kingston Subdivision.

M.T.C. data reveals that approximately 110,000 vehicles per day cross this Screenline on Highway 401 and Highway 2. Approximately 125,000 persons travel by car and 4,000 persons by bus. GO transit passenger counts done in 1981 and 1982 show that a further 10,000 persons per day cross by commuter rail.

In the morning peak period, from 7 a.m. to 9 a.m. on a typical weekday in 1981, Metro Cordon Counts determined that 17,000 persons crossed into Metro from Durham. Between 90% and 95% of the trips were made by persons travelling to work. Roughly 13,000 travelled by car, 3,000 by commuter rail and 1,000 by bus. Transit accounted for 24% of the trips.

The destination patterns are quite different between auto and transit trips. Surveys of passengers on GO Transit show that 95% of the trips are destined to Union Station. Seventy per cent of these riders walk directly to their downtown destination, while most of the remainder continue their trips on the subway.

Auto trip destinations across the Screenline are considerably more dispersed. A 1979 M.T.C. Origin-Destination survey showed that the principal destination for vehicles crossing into Metro during the morning peak period is Scarborough itself (43%). Vehicle trips destined for zones 1, 2 and 3 in the City of Toronto account for 16% of the traffic. The rest of Metro accounts for 37% of the destinations, while 4% have trip ends beyond the Metro limits.

The Suburban Cordon and Victoria Park Screenlines

Examination of east-west travel across other screenlines reveals that as one proceeds westward towards the downtown, the volume of travel increases, and is increasingly transit oriented. Figure 4.2 shows the location of screenlines at the C.N.R. Uxbridge Subdivision and at the Scarborough/Toronto boundary. Peak period travel across these screenlines and the East Metro Boundary is summarized in Table 4.3. At the eastern extremity of Scarborough, 80% of the peak direction, peak period travel is by automobile. At the Surburban Cordon, between Kennedy and Midland Avenues, south of Highway 401, the proportion by auto drops to 60%. At Victoria Park Avenue, the dominant travel mode is transit at 70%.

Kingston Road

Kingston Road is a major arterial road through Scarborough, closely following the general route of the Scarborough Transportation Corridor. As such, travel on Kingston Road is a good indicator of potential vehicular travel patterns in the Corridor.

East of Danforth Avenue, for most of its length in Scarborough, Kingston Road is a six lane divided arterial road with many signalized intersections and separate turning lanes where required. Current total daily traffic varies from 25,000 vehicles per day near Manse Road to 40,000 vehicles per day between Guildwood Parkway and Eglinton Avenue. Peak hourly volumes range from 1,300 vehicles per hour to 2,400 vehicles per hour in the peak direction. The largest hourly traffic counts are recorded on the approaches to the intersecting east-west arterial streets such as Eglinton, St. Clair and Danforth Avenues.

Between Danforth and Victoria Park Avenues, Kingston Road is an older, four lane arterial street carrying a total daily traffic volume of between 20,000 and 25,000 vehicles. Peak volumes are from 1,200 to 1,500 vehicles per hour in the peak directions in both the morning and afternoon commuter peak periods. Generally, existing traffic is well within the roadway's capacity.

Origin-destination data shows that, while Kingston Road provides a continuous route from Durham through Scarborough to the City of Toronto, most of the traffic in peak periods is not through traffic. Most vehicle trips originate in Scarborough, are destined there, or both. Data from a 1979 M.T.C. Origin-Destination Study at the Metro Boundary shows that during the morning peak period, approximately 700 vehicles travelling westbound to zones 1, 2 and 3 in the City of Toronto took a Kingston Road route. This represents between 15% and 30% of the peak period directional flow on Kingston Road.

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[1] A Screenline is a reference line across which all travel in both directions is counted.

Highway 401 and Don Valley Parkway

Although not strictly within the Study Area, Highway 401 and the Don Valley Parkway provide an alternate route to Kingston Road for automobile trips between Durham and North-East Scarborough, and Toronto. Traffic surveys conducted by the M.T.C. and by Metro in the 1983 Don Valley Corridor Study, establish that the volume of this Durham and Northeast Scarborough traffic is low, and is a small proportion of the total traffic on these expressways. An estimated 700 vehicles travel inbound on this route in the morning peak period from Durham to zones 1, 2 and 3; approximately 7% of the total southbound traffic on the Don Valley Parkway south of Highway 401.

Subway and other T.T.C.

The Bloor-Danforth Subway is the largest attractor of transit riders, not only in the S.T.C. Study Area, but throughout Scarborough. Metro Cordon Counts show that in 1981, the subway carried between 18,000 and 20,000 riders across the Scarborough/Toronto boundary in the peak direction during each of the two hour peak periods.

T.T.C. studies show that approximately 75% of the riders travel by bus to and from the three Scarborough stations, Kennedy, Warden and Victoria Park. Approximately 10% walk or bicycle and 15% arrive by car. The T.T.C.

TABLE 4.3

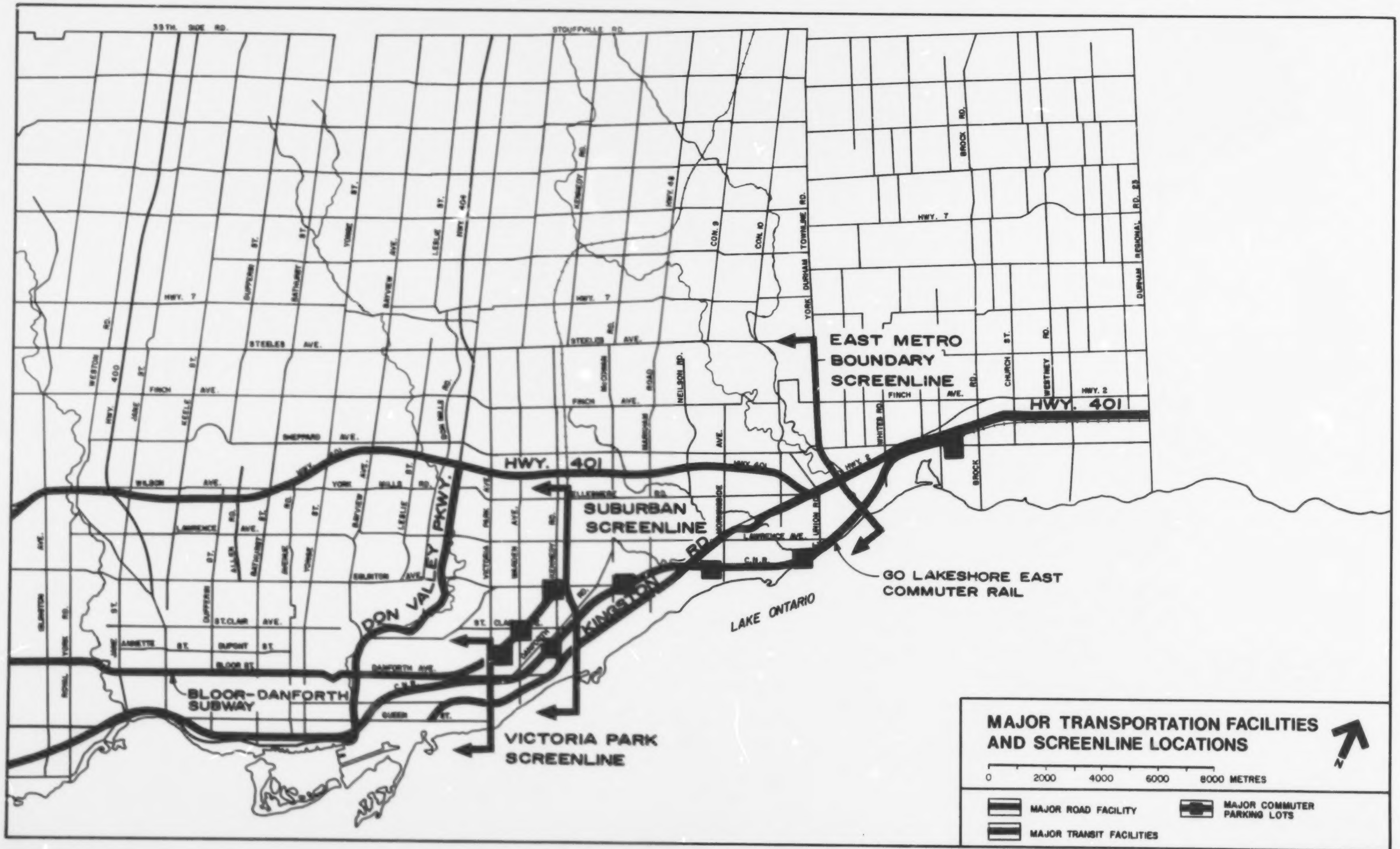
PEAK PERIOD TRAVEL ACROSS MAJOR SCARBOROUGH SCREENLINES - 1981

	A.M. Peak Period** Inbound			P.M. Peak Period** Outbound		
	Total Persons	Auto	Transit	Total Persons	Auto	Transit
EAST METRO* BOUNDARY	17,050	13,390 (78.5%)	3,660 (21.5%)	19,000	15,450 (81.3%)	3,550 (18.7%)
SUBURBAN* CORDON	38,210	22,770 (59.6%)	15,440 (40.4%)	40,150	25,130 (62.6%)	15,020 (37.4%)
VICTORIA PARK*	42,500	10,590 (24.9%)	31,910 (75.1%)	35,537	10,590 (29.8%)	24,950 (70.2%)

*See Figure 4.2 for location of screenlines.

**Person trips from 7:00-9:00 A.M. and 4:00-6:00 P.M.

Source: 1981 Metro Cordon Count Data - Metro Toronto Planning Department.



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YORK DURHAM TOWNLINE RD.
UNION RD.
WHITES RD.
BROCK RD.
CHURCH ST.
WESTNEY RD.
DURHAM REGIONAL RD. 23
HWY. 2
HWY. 401
DON VALLEY PKWY.
KINGSTON RD.
BLOOR-DANFORTH SUBWAY
SUBURBAN SCREENLINE
VICTORIA PARK SCREENLINE
EAST METRO BOUNDARY SCREENLINE
GO LAKESHORE EAST COMMUTER RAIL
LAKE ONTARIO
N
0
2000
4000
6000
8000 METRES
MAJOR ROAD FACILITY
MAJOR TRANSIT FACILITIES
MAJOR COMMUTER PARKING LOTS

MAJOR TRANSPORTATION FACILITIES AND SCREENLINE LOCATIONS

FIG. 4·2

provides approximately 2,400 parking spaces for auto commuters at the three Scarborough stations.

Surveys of the commuter lot users indicate that 90% are Scarborough residents, most of whom are destined for downtown. In 1981, less than 10% of the total commuter lot usage was from Durham.

To feed the subway system, and to serve other parts of Scarborough, the T.T.C. provides an extensive network of bus routes. In 1983, there were approximately 350 buses scheduled to operate in Scarborough during the morning peak period on 22 separate routes. This is almost 30% of the T.T.C's total scheduled bus fleet in the morning peak period operating over approximately 20% of the bus routes. Fifteen of the 22 routes either terminate at or pass by the three subway stations in Scarborough. East-west services north of Eglinton Avenue are oriented to the Yonge Subway. The variety of routes and high frequency of service provides an excellent level of transit service for riders destined to the City of Toronto during peak periods.

The Lakeshore East Commuter Rail Service

GO Transit has operated a commuter rail service on the C.N.R. Line between Union Station and Pickering since 1967. There are six stations east of Union Station; the Danforth Station in Toronto, the Scarborough, Eglinton, Guildwood and Rouge Hill Stations in Scarborough, and the Pickering Station in Durham Region.

At present, two-way service is generally offered every twenty minutes during peak periods and hourly at other times. Counts

TABLE 4.4

PEAK PERIOD GO TRANSIT RIDERSHIP LAKESHORE EAST COMMUTER RAIL SERVICE

	AM Peak Period Inbound Boarding Passengers		PM Peak Period Outbound Departing Passengers	
STATION	No.	%	No.	%
Pickering	3,655	53%	3,355	55%
Rouge Hill	845	12%	675	11%
Guildwood	1,035	15%	840	14%
Eglinton	860	12%	825	13%
Scarborough	410	6%	380	6%
Danforth	80	1%	60	1%
	6,885		6,135	

- AM Peak Period corresponds to trains departing Pickering Station between 6:40 am and 8:30 am.
- PM Peak Period corresponds to trains departing Union Station between 3:50 pm and 5:35 pm.

Source: GO Transit surveys taken Wednesday, November 24, 1982.

taken by GO Transit in 1981 and 1982 indicate that the Lakeshore East service carries 18,000 to 19,000 passengers per day. Approximately 90% of the trips are work related and 70% are made in the peak direction during the peak periods. A summary of 1982 peak period counts is provided in Table 4.4.

Most of the trips are between Union Station and Pickering. For example, 95% of the daily outbound trips board at Union Station and 55% depart at Pickering. The Guildwood Station is the next largest destination, attracting 15% of the trips.

Walking is the dominant means of access to and from Union Station. At suburban stations, most people arrive and depart by car. The 1981 GO Transit Passenger Survey shows that 75% of passengers departing at the Guildwood Station during the afternoon peak period leave the station by automobile. At the Eglinton Station the comparable figure is 69%.

TABLE 4.5

RESIDENTIAL GROWTH IN SCARBOROOUGH 1951 - 1984

Year	Growth Period	Census Population (Persons)	Annual Growth in Population (Persons/Year)	Annual Residential Housing Starts (Units/Year)
1951		56,300		
	1951-1956		16,680/yr.	-
1956		134,700		
	1956-1961		15,520/yr.	-
1961		217,300		
	1961-1966		12,220/yr.	3,090/yr.
1966		278,400		
	1966-1971		11,180/yr.	5,753/yr.
1971		334,300		
	1971-1976		10,560/yr.	5,677/yr.
1976		387,100		
	1976-1981		11,260/yr.	3,972/yr.
1981		443,400		
	1981-1983		7,050/yr.*	3,355/yr.
1983		457,500*		

*Estimated

Source:
- Scarborough Building Permits and Assessment Records.
- Dominion Bureau of Statistics.
- Statistics Canada.

4.4 Historical Perspective

Development of Scarborough

Over the past 30 years, the rapid pace of residential development has made Scarborough one of Canada's fastest growing communities. Census information shows that the 1951 population of 56,300 persons has grown by more than 400,000 people.

As shown in Table 4.5, the rates of growth in residential development peaked in the late 1960's and early 1970's. At that time housing starts averaged approximately 6,500 units per year, and the population was growing by almost 12,000 annually. While new residential development is continuing, the rate of development has declined substantially. Since 1981, housing starts have averaged less than 3,400 units per year.

Residential growth has proceeded outwards from the southwest corner of Scarborough towards the north and east. Currently, construction activity is greatest north of Highway 401 in the Steeles, Milliken and Malvern Communities. In Scarborough's older communities, Zones 4 and 5 of the Study Area, residential infill development continues in isolated areas, but in recent years the population has declined in many neighbourhoods as the aging of the residents outpaces the influx of new housing and new families.

Table 4.6 illustrates that over the same thirty year period, employment in Scarborough has grown from approximately 10,000 jobs in 1951 to more than 135,000 jobs by 1981. The rate of growth in employment has far exceeded the population growth rate. In 1956 there were 15 jobs for every 100 residents in Scarborough. By 1981, that ratio had doubled to more than 30 jobs per 100 persons.

TABLE 4.6
EMPLOYMENT GROWTH IN SCARBOROUGH
1956 - 1981

Year	Growth Period	Employment (Jobs)	Annual Growth in Employment (Jobs/yr.)	Jobs/Population Ratio
1956		20,500		.15
	56-60		3,750/yr.	
1960		35,500		.18
	60-64		2,725/yr.	
1964		46,400		.18
	64-70		6,400/yr.	
1970		84,800		.26
	70-76		6,515/yr.	
1976		123,900		.32
	76-81		2,400/yr.	
1981		135,900		.31

Source: Metro Toronto Planning Department

The peak in employment growth occurred over the same period as the high growth in residential development, between 1965 and 1975. Since then growth has slowed and, Metro employment surveys and Scarborough Planning Department analysis of employment mix show that the mix of new jobs has shifted from a very high proportion in the manufacturing and warehousing sectors to a more balanced growth including the office and service sectors.

In the 1950's and early 1960's, rapid employment growth occured mostly in the older industrial areas in the southern and western portions of Scarborough. In the last decade, the growth in employment has focused around the industrial and commercial lands near Highway 401. In the southwestern portion, employment has shown little growth over the last 10 years.

Growth in Travel - Scarborough

Growth in travel in Scarborough has followed a geographical pattern similar to that of residential and employment development. Travel is generally growing at rapid rates in the northern and eastern extremities of Scarborough, and is growing at more modest rates in the central portions of the City. In the older, mature zones in the southwest, travel has largely stabilized, and in some instances has declined in recent years.

As shown in Table 4.7, since 1975 peak period, peak direction auto traffic at the Victoria Park Screenline has declined slightly, traffic at the Surburban Cordon has grown by approximately 20%, and traffic across the East Metro Boundary has almost doubled. Metro Cordon counts on Kingston Road show a similar pattern. West of Birchmount Road, both peak period and all day vehicular traffic has remained almost unchanged since 1970. Between St. Clair and Eglinton Avenues peak travel has grown by approximately 15%. All day traffic has increased by 20% over the same period, and both have slowed to little or no growth in the last five years. East of Guildwood Parkway, traffic flows on Kingston Road have grown by about 20% in the peak periods and by 25% all day since the early 1970's.

Growth in public transit service and ridership has similarly followed the general pattern of development. In 1954, Scarborough had one arterial street with T.T.C. service, Kingston Road. Since that time T.T.C. service schedules show that service has increased dramatically, following the same outward expansion pattern (Table 4.8).

The establishment of new T.T.C. routes, or extensions to existing ones, is normally undertaken when new development has proceeded to the point where a minimum level of transit demand is present. Initially, service may be infrequent or only provided during peak hours. As further development increases transit demand, more buses will be added to the route. The higher frequency service which

TABLE 4.7
CHANGES IN TRAVEL AT THE SCREENLINES 1975 to 1983

	Victoria Park	Suburban Cordon	East Metro Boundary
Auto Vehicle Trips - Inbound - A.M. Peak Period			
1975	7403	14855	6720
1977	7142	16968	9968
1979	7624	17727	10697
1981	8168	18030	11087
1983	7219	17943	11753
1975-1983	-2.5%	+20.8%	+74.9%
Auto Vehicle Trips - Outbound - P.M. Peak Period			
1975	7797	16608	6591
1977	8291	16566	8889
1979	7985	18519	11347
1981	7749	19416	11964
1983	7543	19339	13138
1975-1983	-3.3%	+16.4%	+99.3%
Transit Person Trips & Modal Split - Inbound - A.M. Peak Period			
1975	21721 (69.0%)	11400 (36.3%)	1710 (17.7%)
1977	23890 (72.0%)	12830 (37.3%)	2450 (16.5%)
1979	24224 (71.4%)	15150 (40.0%)	2720 (17.3%)
1981	31913 (75.1%)	15440 (40.4%))	3660 (21.5%)
1983	27286 (74.7%)	17380 (42.9%)	4090 (21.7%)
1975-1983	+25.6%	+52.5%	+139%
Transit Person Trips & Modal Split - -Outbound - P.M. Peak Period			
1975	19396 (64.4%)	11080 (32.4%)	1120 (10.8%)
1977	21966 (66.6%)	12740 (36.8%)	1820 (13.5%)
1979	22873 (67.9%)	14210 (36.0%)	2640 (15.2%)
1981	24948 (70.2%)	15015 (37.4%)	3550 (18.7%)
1983	23310 (69.4%)	16820 (39.6%)	3620 (17.6%)
1975-1983	+20.2%	+51.8%	+223%

Source: Metro Cordon Counts - 1975 to 1983.

results will, in turn, draw more riders to the route not only from newly developing areas, but also from long established districts. Better service attracts more riders. This process of maturing transit service and increasing rates of transit use is evident throughout Scarborough. Table 4.7 shows that peak period, peak direction transit ridership is increasing at all three screenlines. In each case the rate of increase is much greater than corresponding growth rates for auto travel.

Historical Growth in Durham

In the last thirty years, growth in Durham Region has been rapid, but more moderate than in Scarborough. Census data and data from the Durham Planning Department shows that Durham's population increased by approximately 200,000 persons between 1951 and 1981 to bring the total to roughly 284,000. Unlike Scarborough, where growth has been an outward expansion of the Toronto-centred community, Durham's growth has focused largely on the Region's economic centre; the Whitby-Oshawa area. More than half of the Region's population and almost 60% of the jobs are located there. These proportions have changed very little over the last 30 years.

The Towns of Pickering and Ajax, located between Metro Toronto and the Whitby-Oshawa complex, have grown more rapidly than other parts of the Region. Together they account for 20% to 25% of the Region's population and employment.

Planners in Durham have long expressed concern about the influence of Metropolitan Toronto, and have tried to control growth to retain the Whitby-Oshawa area as the economic focus of the Region. The Region's Official Plan (Section 16.10.5) states:

TABLE 4.8
DEVELOPMENT OF T.T.C. SURFACE TRANSIT IN CITY OF SCARBOROUGH
1954 - 1984

Frequency of Service (Buses/Hr.) - Selected Locations
P.M. Peak Period

		1954	1963	1968	1974	1984
NORTH-SOUTH SERVICE						
Victoria Park Ave.	- S. of Eglinton	0	10.6	15.0	18.5	19.1
	- N. of 401	0	2.0	7.5	16.2	19.1
Kennedy Rd.	- S. of Eglinton	0	4.0	8.0	10.9	3.5*
	- N. of 401	0	2.0	4.0	5.5	5.7
Markham Rd.	- S. of Eglinton	0	3.0	6.0	8.6	12.0
	- N. of 401	0	0	0	2.7	4.0
EAST-WEST SERVICE						
Kingston Rd.	- E. of Birchmount	8.0	12.0	10.0*	10.0	11.1
	- E. of Markham	3.0	3.0	6.0	8.6	12.0
Eglinton Ave.	- E. of Birchmount	0	23.0	18.0*	20.3	17.1*
	- E. of Markham	0	6.0	6.0	17.0	16.6
Sheppard Ave.	- E. of Birchmount	0	2.0	3.0	6.8	21.8
	- E. of Markham	0	0	0	6.5	15.8
Finch Ave.	- E. of Birchmount	0	0	0	0	23.0
	- E. of Markham	0	0	0	0	7.5

Notes: * Bloor-Danforth Subway opened in 1966, extended to Warden in 1968 and extended to Kennedy in 1980 - reduced service on some surface routes resulted.

SOURCE: T.T.C. Service Schedules - 1954 to 1984.

> "In order to ensure a dominant Whitby-Oshawa-Courtice centred Region, the population of Pickering-Ajax shall be discouraged from exceeding 50% of the Whitby-Oshawa-Courtice population."

Higher labour force participation rates, particularly among women, have meant that the Region's labour force has grown more rapidly than the number of jobs. While Whitby-Oshawa's share of the Region's population and jobs has remained high, the amount of out-commuting has increased. As shown in Table 4.9, the increased out-commuting has been to the growing employment areas in Metro. The City of Toronto presently attracts the largest proportion of the commuters, but Scarborough and North York have been capturing an increasing share. Most of the out-commuting to Metro is directly from Pickering-Ajax.

Growth in Travel from Durham Region

Travel across the Durham-Metro border has grown dramatically since the 1950's. M.T.C. average annual daily traffic records show that the flow across the Rouge River on Highways 401 and 2 has grown from 30,000 vehicles per day in 1955 to more than 110,000 vehicles per day in 1982.

The GO Train service was inaugurated in 1967 and later GO also assumed the operating responsibility for the Gray Coach bus services. A network of bus service now connects the Pickering GO Train Station, Scarborough City Centre, the Yonge Street Subway, Yorkdale and downtown Toronto.

The frequency of GO Train service has changed very little since 1970. One additional train has been added in both the morning and evening rush periods. The capacity of the service has, however, been increased through the introduction of bi-level cars and increases in the number of cars per train. GO Transit service schedules and passenger counts show that daily ridership across the Durham-Metro boundary has grown continuously to more than 10,000 trips in 1982. Transit now accounts for approximately 20% of the total peak period travel and the proportion is increasing.

TABLE 4.9

DISTRIBUTION OF WORKPLACES FOR DURHAM RESIDENTS 1971-1981

	1971	1978/79	1981
Durham Region			
Metro Toronto	79.8%	71.0%	68.5%
Toronto	15.9%	25.7%	28.7%
Scarborough	6.4%	9.6%	11.1%
North York	5.0%	8.8%	9.3%
Rest of Metro	2.8%	5.6%	6.2%
Other	1.7%	1.7%	2.1%
	4.3%	3.3%	2.8%

Sources:
- Durham Planning Department.
- Preliminary Analysis of 1981 Census Journey to Work Data by M.T.C.
- Preliminary Distribution of 1981 Census Journey to Work Data from Statistics Canada.

4.5 Previous Transportation Studies

Proposals for major transportation facilities along a Lakeshore Corridor date back to the 1950's. In the subsequent years of rapid growth, transportation planning was seen as a major component in preparing for, and in directing, this rapid urbanization. During this time, there were two periods of intense transportation planning.

The first, the Metropolitan Toronto and Region Transportation Study (MTARTS), was conducted from 1964 to 1966. One major result was the Metropolitan Toronto Transportation Plan, which included the Scarborough Expressway. Another result was the establishment of GO Transit and the inauguration of commuter rail service along the Lakeshore in 1967.

The second, the Metropolitan Toronto Transportation Plan Review (MTTPR), was conducted from 1972 to 1975. One of the major outcomes of this exercise was the recommendation, subsequently adopted by Metro Council, that the Scarborough Expressway not be built. The major focus of the MTTPR, however, was to explore the relationships between alternative transportation networks and land use structures for the Metro area. These studies were expanded and refined by Metro planners in the late 1970's and evolved into the first Metropolitan Official Plan.

A decade later, another period of intense transportation planning is underway. Metro Toronto, Markham, Mississauga, Durham Region, and the Province have recently completed, or are in the process of preparing, comprehensive transportation plans.

Long-term transportation demand forecasts are based on assumptions about future development patterns and travel characteristics. A periodic re-evaluation of these assumptions is required to adjust previously identified trends, update information, and correct forecasts to reflect the most recent expectations. A comparison of past and current forecasts is instructive, as there have been several major changes in expected patterns which have significant implications for future travel demand in the Scarborough Transportation Corridor Study Area.

Table 4.10 compares population projections made in 1964, 1973, 1982 and 1983.

The 1964 projections for the year 2000 were prepared as part of the MTARTS studies. At that time, an analysis of current trends determined that if those trends continued unconstrained, the population of Metro Toronto would grow to approximately 2.7 million persons by the year 2000. Twenty years later, it is evident that this forecast was high. Perhaps of more interest was the projected distribution of development. It was expected that trends would lead to a population of 170,000 in what is now Pickering-Ajax and 260,000 in Whitby-Oshawa by the year 2000.

The 1964 MTARTS projections assumed a servicing capacity shortage north of Metro, and a pattern of development along the Lakeshore which would deflect development away from the north to the east. Under this preferred distribution, the Pickering-Ajax population would have soared to between 330,000 and 370,000 by the year 2000 and the Whitby-Oshawa population to between 390,000 and 480,000.

The 1973-74 MTTPR studies were based on the Toronto Centred Region Plan, a Provincially initiated plan for two tiers of communities stretching east and west of Toronto along Lake Ontario. At that time, the Pickering Airport and the North Pickering Community were dominant elements in the growth distribution forecasts. MTTPR assumed that Metro's population would grow to approximately 2.5 million by 1981, Scarborough to 500,000, Pickering-Ajax to 100,000 and Whitby-Oshawa to 170,000. The actual 1981 figures were 2.1 million population for Metro, 443,000 for Scarborough, 63,000 for Pickering-Ajax and 154,000 for Whitby-Oshawa.

MTTPR projections to the year 2000 are also considered high for Metro and the surrounding Regions. Of particular consequence to the S.T.C. was the strong eastward orientation in the distribution of projected growth. Scarborough was projected to reach a population of 680,000, Pickering-Ajax over 260,000 and Durham Region 600,000. To the north, in York Region, the projected population was a very modest 330,000, as the York-Durham servicing scheme had not been approved.

In 1982, the Toronto Area Liaison Committee (TALC), a study team comprising Provincial and Regional staffs, released a report entitled Greater Toronto Area - Common Perspectives Study[2].

This report reviewed historical development patterns and projects four scenarios for growth, ranging from "low" to "high" to the year 2001. The "high" projections were derived from the sum of the individual Official Plan projections of Metro and the surrounding Regions. Even the "high" projections constitute a substantial reduction in population forecasts over those made in previous years. Although the pattern of changes has been evident for some time, downward revision of the population forecasts is fairly recent. As the TALC report notes, since 1977 the sum of the population targets to 2001 for the six Regions in the Greater Toronto Area has been reduced by approximately one million to a total of less than 5 million.

The Common Perspectives report discusses several factors affecting the changing patterns of population and employment growth. Key factors affecting the S.T.C. are:

- Much of the Toronto area's rapid growth was from high levels of in-migration, which have now dropped to almost negligible amounts. Natural increase has dropped due to a long-run decline in fertility rates.

- Previous forecasts assumed a continuing buoyant economy. The economic recession of the early 1980's has retarded growth such that the levels that can be reached by 2001 are lower. If the economic growth rate of the 1960's and 1970's does not resume, further revisions will be required.

- The York-Durham Servicing Scheme has had a major influence on the distribution of growth. Growth to the north of Toronto has been opened up by the provision of this servicing capacity.

- The two-tiered concept of the Toronto Centred Region Plan, including the strong push for development to the east, is no longer expected to occur.

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[2] The Greater Toronto Area includes Metro Toronto and the five surrounding Regions of Durham, York, Peel, Halton, and Hamilton-Wentworth.

TABLE 4.10
COMPARISON OF POPULATION FORECASTS
1964 - 1984

Year Projection Made				1973	1964	1973	1982	1983
Source	1964 (Estimated)	1971 (Census)	1981 (Census)	MTTPR Med. Proj. For 1981	MTARTS Trends Proj. For 2000	MTTPR Proj. For 2000	TALC High Scen. For 2001	GO-ALRT Scen. "A" For 2001
Metropolitan Toronto	1,779,000	2,085,000	2,137,000	2,525,000	2,762,000	2,900,000	2,274,000	2,215,000
Scarborough	255,000	334,000	443,000	497,000	---	680,000	---	483,600
Durham Region	174,000*	217,000	284,000	---	---	600,000**	379,000	430,000
Pickering-Ajax	34,000*	47,000	63,000	101,600	170,000	263,000	---	108,300
Whitby-Oshawa	96,000*	120,000	154,000	174,000	260,000	---	---	235,200
York Region	130,000*	166,000	252,000	---	---	330,000**	538,000	538,000
Peel Region	156,000*	260,000	491,000	---	---	920,000**	901,000	931,000
Total Four Regions	2,239,000*	2,771,000	3,318,000	---	---	4,750,000**	4,092,000	4,114,000

Notes: * Estimated from 1961 and 1966 Census data
** These data are low since they do not include all areas of Regions as they are now defined.

The result is that overall growth expectations are much lower. Metro's population, for example, is not expected to reach 2.3 million persons by 2001. Scarborough's population will reach approximately 500,000 persons instead of 680,000.

In addition to lower overall growth, the forecasts now indicate a major shift in growth away from Durham to York Region. From 1961 to 1981, Durham captured 9.5% of the Toronto area's population growth. The Common Perspectives report projects that this proportion will drop to 7.9% over the period 1981 to 2001. The high growth areas are expected to be Peel, Halton and York Regions.

The "high" scenario from the Common Perspectives study has been adapted by the Provincial GO ALRT transit studies to provide a basis for exploring ridership forecasts on the proposed regional rapid transit network. The GO ALRT scenarios further adjust the distribution of growth to reflect the economic catalyst which the construction of the rapid transit system is expected to generate. GO ALRT Scenario 'A', the high growth projection, has consequently revised the expected growth in Durham slightly upwards.

4.6 Future Growth Patterns

Regional Growth Patterns

In exploring the demand for proposed regional rapid transit services, the Provincial government has prepared a package of land use projections to the year 2021, referred to as the GO-ALRT Land Use Scenarios.

Four separate projections combining population and employment were made for the GO-ALRT studies. Each corresponds to a separate set of assumptions on the overall growth and distribution of development in the Toronto area. Scenarios 'A' and 'C' correspond to "optimistic" growth assumptions, while Scenarios 'B' and 'D' reflect "moderate" growth expectations.

For the purpose of the S.T.C. Study, the GO-ALRT Scenario 'A' projections have been adopted as the general basis for analysis. These forecasts contain the most recent regional projections, correspond to the most optimistic growth projections and therefore the highest transportation demand for both Metro and Durham Region, and are considered by the Regional staffs to be the preferred basis for transportation analysis. The underlying assumptions include increasing fertility and in-migration rates, high levels of single-family residential development on the fringe of the existing urban area, and improved economic conditions.

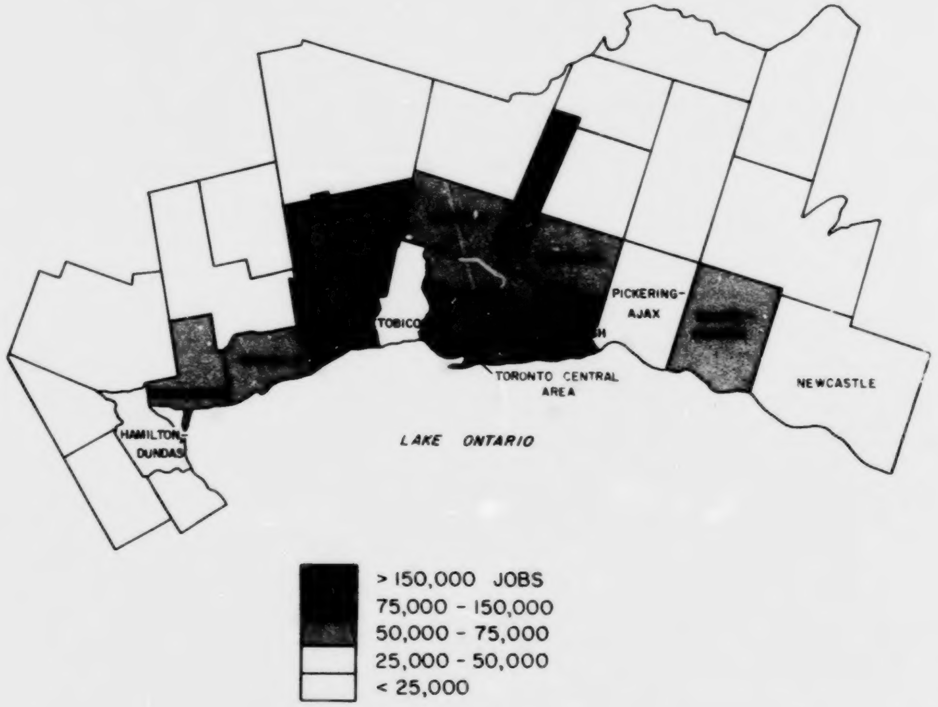
The population for the six Regions of Metro Toronto, Durham, York, Peel, Halton, and Hamilton-Wentworth, is projected to grow from 3,829,000 in 1981 to approximately five million in 2001, and six million by 2021. Employment is projected to increase from 1,891,000 jobs in 1981 to 2.6 million in 2001 and 3.2 million in 2021.

The distribution of this growth is illustrated in Figure 4.3. The areas of greatest population growth are expected to be to the west and north of Metro in Peel, Halton and York Regions. In Scenario 'A', Mississauga is expected to grow by more than 420,000 persons and Oakville by more than 220,000. Population growth to the east of Metro is expected to be less. Pickering-Ajax is to grow by 84,000 persons and Whitby-Oshawa by 167,000 over the next forty years.

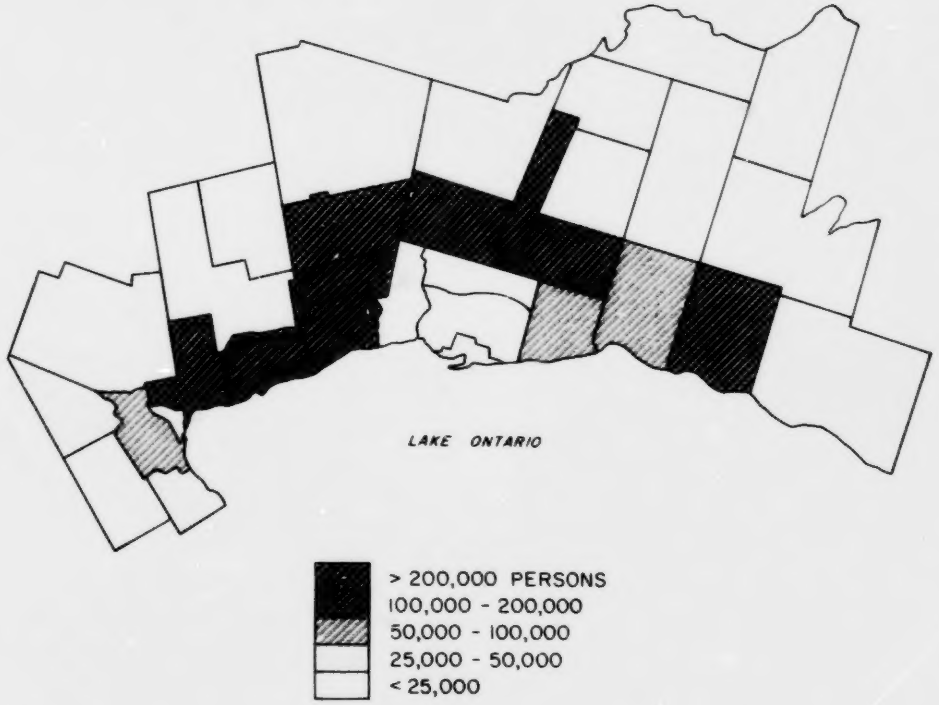
Metro Toronto is expected to lead the other Regions in employment growth, with most of the increases expected in the Cities of Toronto, Scarborough and North York. Employment growth in Peel and York Regions is also expected to be strong. Mississauga is projected to gain more than 235,000 jobs. Growth to the east is expected to be low relative to the rest of the Greater Toronto Area.

Employment in downtown Toronto (Zones 1 and 2) is projected to increase by almost 100,000 jobs to a total of 460,000 by 2021. Forty percent of this projected growth is in the Railway Lands District. While the downtown would remain the largest concentration of employment in the Toronto region, growth in jobs elsewhere will exceed these amounts and the relative importance of the downtown in the Greater Toronto Area will decline somewhat. At present, the downtown holds more than 30% of Metro's jobs and almost 20% of the employment in the Greater Toronto Area. Growth in the downtown, however, is projected to amount to less than 27% of the total Metro growth and 8% of the Greater Toronto Area's growth.

The GO-ALRT Land Use Scenarios predict that


TOBICO
SH
PICKERING-AJAX
TORONTO CENTRAL AREA
NEWCASTLE
HAMILTON-DUNDAS
LAKE ONTARIO
> 150,000 JOBS
75,000 - 150,000
50,000 - 75,000
25,000 - 50,000
< 25,000

GROWTH IN REGIONAL EMPLOYMENT
1981 TO 2021


LAKE ONTARIO
> 200,000 PERSONS
100,000 - 200,000
50,000 - 100,000
25,000 - 50,000
< 25,000

GROWTH IN REGIONAL POPULATION
1981 TO 2021

REGIONAL GROWTH PATTERNS
1981 TO 2021
GO-ALRT SCENARIO 'A'

N

SOURCE: "GO-ALRT LAND USE SCENARIOS", I.B.I. GROUP FOR M.T.C.,
MARCH 1983

FIG. 4·3

growth in Durham Region will be relatively low in the context of the entire Toronto area. The GO-ALRT 'A' projection shows a growth of 146,000 persons to 2001. Even though it is low in the context of the Greater Toronto Area, it is substantially higher than 1982 Durham Planning Department forecasts of growth of 86,000 and the Common Perspectives study forecast of growth of 95,000 from 1981 to 2001.

Future Growth in Scarborough

Planning Department data indicate that there were approximately 150,000 dwelling units built or under construction in Scarborough in 1981. The Official Plan and Zoning By-laws show approximately 40,000 designated units not yet constructed. Of this number, 22% and 20% are located in Analysis Zones 6 and 7 respectively. Over 55% of the unbuilt units are north of Highway 401. This excludes any potential development in Northeast Scarborough.

From 1976 to 1981, there were less than 4,000 new housing starts per year in Scarborough. At present rates, the stock of designated new housing could be consumed within 10 to 15 years. It is likely that, as undeveloped residential land is absorbed, infill housing will increase and small amounts of non-residential land may be redesignated such that increases in the housing stock will continue beyond the year 2001, but at much reduced rates.

The drop in new housing construction, combined with a decline in average household size, has slowed the annual increase in Scarborough's population. Based on current trends, the Planning Department prepared estimates (detailed in Appendix 6) showing that the total population is expected to peak around the year 2011 at a maximum of approximately 510,000 persons. In the older communities in Analysis Zones 4 and 5, the population has already peaked in many neighbourhoods and is now decreasing, despite continued infill housing.

Based on historical information, a forecast of Scarborough's population to the year 2021 has been prepared (see Appendix 6). Although the projections vary somewhat from the GO-ALRT figures, the Planning Department forecasts have been used in subsequent analysis since the information is based on a more detailed examination of housing construction and population distribution.[3]

In 1981, it is estimated that there were 136,000 full and part-time jobs in Scarborough. GO-ALRT Scenario 'A' projects a growth of 93,000 jobs in Scarborough over the next 40 years. This represents roughly 25% of all employment growth in Metro. Scarborough now holds 11% of Metro's jobs, but has captured almost 20% of the growth since 1970. Since Scarborough has more than 1100 hectares of vacant industrial land, and in light of the recent success of the City Centre in attracting office jobs, a larger share of the job growth appears reasonable.

A review of the distribution of the new employment within Scarborough has been undertaken by job sector and geographical zone. It is expected that a large proportion of the new jobs will be office jobs, mostly located in the vicinity of the City Centre. Growth in industrial jobs is expected to occur mostly in the Industrial Districts near Highway 401 and in the large tracts of vacant industrial land to the north. The resulting distribution varies from the GO-ALRT zone-by-zone projection. Because of the more detailed examination of the potential growth patterns, the Scarborough Planning Department figures have been used in subsequent analyses. (See Appendix 6)

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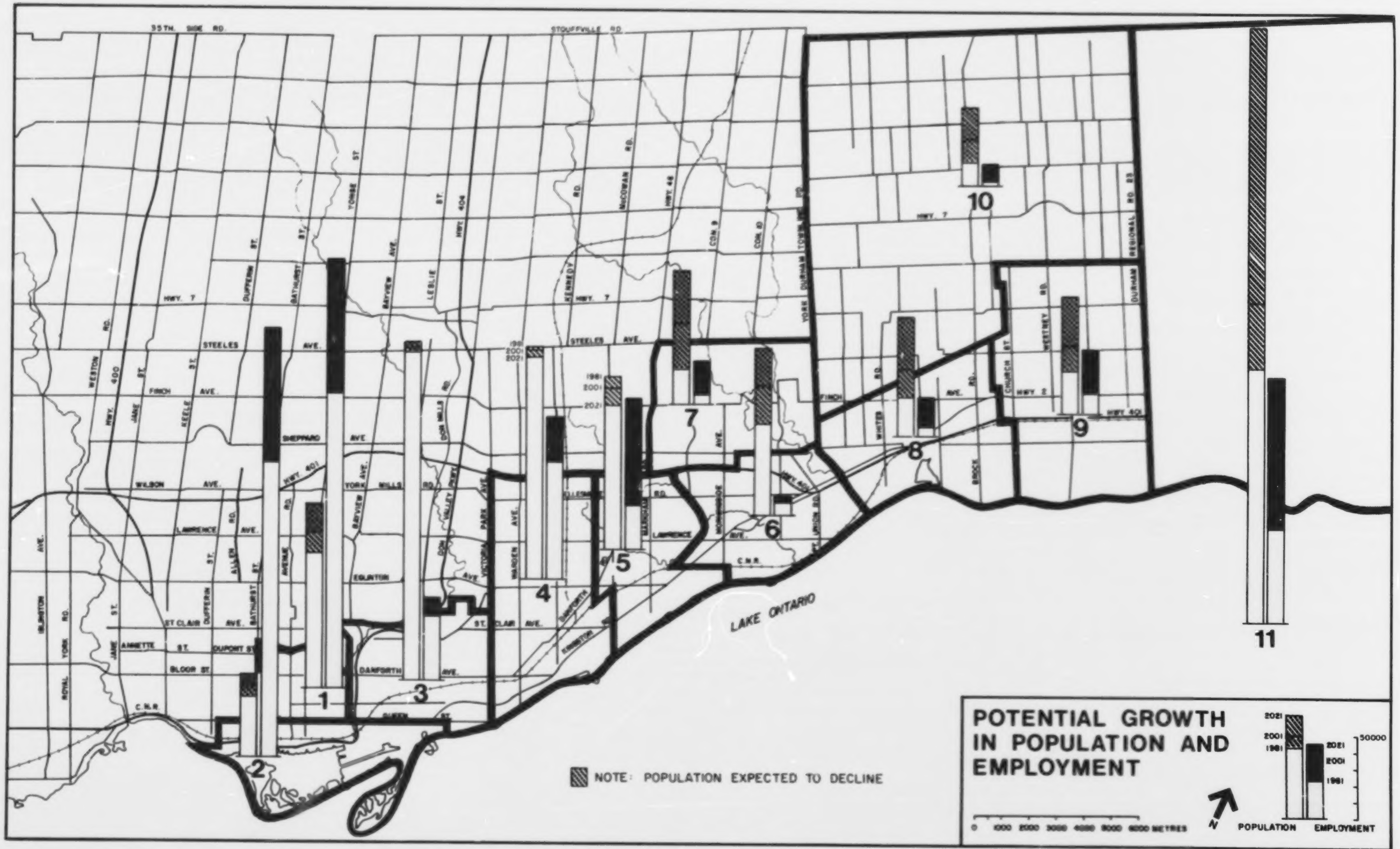
[3] The figures include an expansion of the planned residential growth in Analysis Zone 7 of 10,000 units to account for the possibility that portions of the north-east of Scarborough may be redesignated. This assignment was made only for the purpose of this exercise to indicate the impact of an hypothetical high growth scenario.



POTENTIAL GROWTH IN POPULATION AND EMPLOYMENT

NOTE: POPULATION EXPECTED TO DECLINE
2021
2001
1981
50000
POPULATION
EMPLOYMENT
N
0 1000 2000 3000 4000 5000 6000 METRES
1
2
3
4
5
6
7
8
9
10
11
LAKE ONTARIO
35TH. SIDE RD.
STOUFFVILLE RD.
HWY. 7
STEELES AVE.
FINCH AVE.
SHEPPARD AVE.
HWY. 401
WILSON AVE.
YORK MILLS RD.
LAWRENCE AVE.
EGLINTON AVE.
ST. CLAIR AVE.
DUPONT ST.
BLOOR ST.
DANFORTH AVE.
QUEEN ST.
C.N.R.
WESTON RD.
HWY. 400
JANE ST.
KEELE ST.
DUFFERIN ST.
BATHURST ST.
ALLEN RD.
AVENUE RD.
YONGE ST.
BAYVIEW AVE.
LESLIE ST.
HWY. 404
DON MILLS RD.
DON VALLEY PKWY.
VICTORIA PARK AVE.
WARDEN AVE.
KENNEDY RD.
McCOWAN RD.
HWY. 48
CON. 9
CON. 10
YORK DURHAM TOWNLINE RD.
ISLINGTON AVE.
ROYAL YORK RD.
ANNETTE ST.
KINGSTON RD.
ELLESMERE
MARKHAM RD.
MORNINGSIDE AVE.
PORT UNION RD.
WHITES RD.
BROCK
CHURCH ST.
WESTNEY RD.
HWY. 2
HWY. 401
DURHAM REGIONAL RD. 23

FIG. 4.4

4.7 Potential Growth in Travel

Based on the GO-ALRT scenario 'A' projections for employment and population growth outside of Scarborough, and on the Planning Department's modified projections for Scarborough, a tabulation of potential growth within the S.T.C. Study Area was prepared, according to the Travel Analysis Zones previously identified on Figure 4.1. The projections are illustrated in Figure 4.4 (previous page) and summarized in Table 4.11.

An analysis was undertaken of the potential growth in peak hour, peak direction work trips to the years 2001 and 2021. The analysis focused on inbound trips during the morning peak hour. Trip productions and attractions for each zone were estimated using methods similar to the Metro Toronto Travel Demand Model. The distribution of trips between zones was analyzed by extrapolating existing origin-destination data and adjusting it to balance attractions and productions for each zone. The resulting peak hour trip matrices are in Table 4.12.

The potential growth in travel can be broken into four general categories:

- Trips from Durham Region to Scarborough Zones;
- Trips from Durham Region to Toronto Zones;
- Trips from Scarborough to Toronto Zones; and
- Trips between Scarborough Zones.

Assuming that the future transit peak hour modal split will moderately exceed present

TABLE 4.11

POTENTIAL GROWTH IN POPULATION AND EMPLOYMENT IN S.T.C. STUDY AREA

Zone		1981		Growth 1981-2001		Growth 1981-2021	
No.	Name	Popn.	Empl.	Popn.	Empl.	Popn.	Empl.
1	MIDTOWN	82,500	180,300	13,300	31,950	16,900	49,700
2	DOWNTOWN	37,100	180,300	6,000	31,950	7,600	49,700
3	TOR-EAST	199,800	39,700	1,800	4,300	4,100	6,300
4*	SCAR-WEST	141,145	71,520	- 575**	10,480	- 4,675**	15,880
5*	SCAR-CENT	105,220	26,880	- 7,380**	22,620	- 10,910**	41,820
6*	SCAR-EAST	54,910	8,000	23,110	1,100	23,250	1,900
7	SCAR-N.E.	21,535	4,600	28,885	7,500	32,605	14,000
8	PICK-SOUTH	23,100	5,900	17,800	6,300	32,500	12,500
9	AJAX	25,500	12,700	15,800	8,400	30,700	19,100
10	PICK-NORTH	14,700	3,200	11,400	3,300	20,800	6,700
11	WHIT-OSH	154,200	53,700	40,300	26,100	167,300	66,400

* Note that the figures for Zones 4,5,6 and 7 are from the Scarborough Planning Department - the remainder are from GO ALRT Scenario A.

** The projected decline in population in these zones is based on recent trends in assessed population and the potential number of undeveloped residential units.

TABLE 4.12

POTENTIAL GROWTH IN PEAK HOUR TRIPS* IN S.T.C. STUDY AREA

1981 TO 2001

To Zone:** From Zone:**	1 & 2	3	4	5	6	Total
6	900	75	150	25	---	1150
7	900	100	150	25	50	1225
8	600	50	125	50	25	850
9	550	50	75	25	25	725
10	400	25	50	25	25	525
11	1250	75	100	50	50	1525
Total	4600	375	650	200	175	6000

1981 TO 2021

To Zone:** From Zone:**	1 & 2	3	4	5	6	Total
6	1100	100	225	75	---	1500
7	1150	100	225	75	75	1625
8	800	50	100	25	25	1000
9	750	25	75	25	25	900
10	700	25	75	25	25	850
11	3200	100	325	150	150	3925
Total	7700	400	1025	375	300	9800

* Figures represent peak direction work trips in A.M. Peak Hour.

** See Figure 4.1 for Zones.

NOTE: Zones not expected to add to peak flows have been removed from the matrix and the trip attractions to Zones 4 and 5 have been adjusted to remove trips destined to areas north of Lawrence Avenue.

values and that auto trips will carry an average of 1.25 persons per vehicle, the transit and auto trip growth potential shown in Table 4.13 results from the analysis.

Travel into the City of Toronto shows the largest potential for increase. By the year 2001, auto travel into Toronto from the growing residential zones may increase by approximately 750 vehicles per hour; approximately half the increase from Durham and half from Scarborough. Over the same period, peak hour transit travel into Toronto may grow by approximately 4000 person trips; 60% from Durham and 40% from Scarborough.

Travel from Durham, into and through Scarborough, may grow by 700 vehicles and 2,800 transit trips per hour. Approximately half of the auto traffic and 90% of the transit trips would be destined through Scarborough, into Toronto.

From 1981 to 2021, there is a potential for growth of 1,200 autos and 6,700 transit trips per hour into the City of Toronto. More than 60% of the auto travel and 70% of the transit trips would be from Durham. Vehicle travel into and through Scarborough may grow by 1,300 vehicles per hour and transit travel by 5,100 person trips.

TABLE 4.13

ESTIMATED DISTRIBUTION OF PEAK HOUR TRAVEL GROWTH POTENTIAL IN S.T.C. STUDY AREA

	Growth 1981 - 2001		Growth 1981 - 2021	
	AUTOS (v.p.h.)	TRANSIT (pphpd)	AUTOS (v.p.h.)	TRANSIT (pphpd)
Durham to Toronto	360	2550	680	4800
Durham to Scarb.	340	200	580	300
Scarb. to Toronto	380	1500	480	1850
Scarb. to Scarb.	240	100	520	100
	1320	4350	2260	7050

v.p.h. - Vehicles per Hour
pphpd - Passengers per Peak Hour Direction.

4.8 The Need for Additional Facilities

Analysis of the need for new transportation facilities in the Scarborough Transportation Corridor must consider the ability of the existing and committed transportation system to absorb the range of potential travel growth in the Study Area. The priorities for major transportation projects, and the implications of not providing new facilities in the Scarborough Transportation Corridor must also be considered.

Committed Projects

Within the Study Area, major committed transportation projects will add capacity to portions of the transportation system and will help to shape the pattern of future travel growth.

The major transit project now underway is the Scarborough Rapid Transit line from the Kennedy Subway Station to the City Centre. This facility scheduled to open in 1985, will have the capability of providing an additional transit capacity of 12,000 to 14,000 persons per hour per direction. The increased transit accessibility that the Scarborough RT will create for the City Centre, and for the land along its route, is expected to fuel development and attract transit riders. At the same time, surface transit routes will be rearranged substantially to focus on the Scarborough City Centre RT station, such that transit accessibility to the subway system, and consequently to the downtown, will also be enhanced. It can be expected that this continued improvement to transit service offered to Scarborough residents who work in the City of Toronto will result in a continuing increase in the proportion of trips made by transit during the peak periods.

The major committed road project affecting the Study Area is the planned widening of Highway 401 between Markham Road and Brock Road, to extend the Core/Collector system across the Rouge River into Pickering. This project would widen Highway 401 from six to fourteen lanes, similar to existing sections west of Markham Road. Although no firm date is set for the construction, the Province is presently programming the work for the late 1980's. This project will dramatically increase the capacity of Highway 401 at the East Metro Boundary, responding to traffic pressures arriving from recent and expected future growth along the Highway 401 corridor.

Transportation Priorities in The Metro Toronto Area

Transportation studies and projects underway provide a priority list of the most critical transportation needs in both the short and long term in the Toronto area.

The Metropolitan Toronto Arterial Roads Review - Phase I, the Metro/T.T.C. Accelerated Rapid Transit Study, the T.T.C. Long Range Plan, the Waterfront Transportation Study, and the Don Valley Corridor Study have all recently been completed. These studies identify existing transportation deficiencies and options for dealing with expected future needs in Metro Toronto. None of these studies identifies either a present or a future deficiency in road or transit facilities along the Scarborough Transportation Corridor.

The transportation needs in Metro identified by these studies are: an east-west transit facility north of Highway 401; additional transit capacity into the downtown from the north; additional transit and road capacity connecting Metro to Mississauga and Peel Region; additional arterial road capacity near the outer portion of the Metro municipal boundaries; and additional road capacity in the Don Valley Corridor.

At the Provincial level, highway projects are focused on the Highway 401 corridor in the short term. In the long term, new expressways are planned to the west, north-west, and north of Metro in the rapidly growing areas of the Region.

In the S.T.C. Study Area and immediately beyond, long-term highway projects include Highway 407 and the East Metro Transportation Corridor, within which the Province has proposed an expressway connecting Highways 401 and 407. Both projects are seen as very long-term objectives and are not currently included in the highway programming.

The GO ALRT Program

The major Provincial initiative for expansion of regional transit service in the Metro area is the GO ALRT Program, described in more detail in Chapter 3 of this Study. The Lakeshore component of this system would run adjacent to or within the Scarborough Transportation Corridor.

The Lakeshore link is different from other parts of the GO ALRT system in that GO Transit service already exists in this corridor. Construction of a GO ALRT rapid transit line would replace the existing GO Lakeshore Commuter Rail service.

The impetus for this proposal was a 1982 study[4] which compared alternatives for accommodating projected long-term growth in GO ridership. The report concluded that sufficient capacity could be provided by expanding the existing heavy rail system; or by constructing a new rapid transit system in its own right-of-way for comparable capital costs. Because of lower projected operating costs, higher quality service, and, in particular, because of the high degree of operational flexibility for GO Transit, the Province announced that it would study the possibility of a new rapid transit line in detail as a long-term development plan. In the interim, a short-term plan for improving the existing heavy rail service would be developed jointly with C.N. Rail.

A detailed work program has been developed by the GO ALRT Study Team which would result in completion of feasibility studies for the Lakeshore rapid transit line by mid-1986. Phase I of the Lakeshore study, the identification of alternative alignments, is now expected to be completed in the Fall of 1984.

At the same time, the first stage in the short-term operational improvements study[5] has been completed. This analysis examined ways of adding GO trains to the present schedule without additions to the physical system of tracks and control signals which GO Transit now shares with VIA Rail passenger and C.N.R.

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[4] GO Transit Lakeshore Commuter Services - Assessment of System Expansion Alternatives - Delcan, Electrack Canada, De Leuw Cather International Ltd., July 1982.

[5] Lakeshore GO Transit Rail Capacity Study: Phase I. C.N. Rail, February 1984.

freight operations. The report concluded that three additional trains could be added on the Lakeshore East service in both the morning and evening peak periods. This would reduce the average time between trains from 24 minutes down to 16 minutes in the morning peak period, with comparable improvements in the evening peak period. The next stage in the operational study will explore what further improvements may be possible by adding sections of new track or other physical components at key locations. C.N. Rail has already expressed confidence that significant additional improvements can be developed at reasonable costs.

Ability to Absorb Growth in Auto Travel

Analysis of potential travel growth shows that the magnitude of increase in peak hour, peak direction auto traffic between travel zones in the Study Area is anticipated to be relatively modest, even under optimistic development assumptions for Scarborough and particularly for Durham Region. Examination of the potential traffic flows along roads adjacent to the Corridor does not indicate that serious traffic capacity deficiencies will occur that would necessitate provision of a major new road.

At the East Metro Boundary, peak hour auto traffic from Durham into the S.T.C. Study Area Zones could grow by 700 vehicles per hour by 2001 and by 1,300 vehicles per hour by 2021. Assuming only the existing and committed road facilities, it is estimated that between 60% and 65% of this traffic would choose a route along Kingston Road adjacent to the S.T.C. Peak hour, peak direction traffic volumes at the eastern end of the Corridor may increase by approximately 450 vehicles per hour by 2001 and by 800 vehicles per hour by 2021. The addition of this traffic to Kingston Road in the vicinity of Manse Road would raise peak flows to roughly 2,000 vehicles per hour by 2001. By 2021, the flow could potentially reach 2,300 vehicles per hour. An arterial road such as Kingston Road can be expected to carry approximately 800 to 900 vehicles per lane in peak periods. Consequently, Kingston Road has the ability to absorb the potential range in traffic growth from Durham for more than 30 years.

Further west, additional traffic generated by new development in Scarborough may increase the inbound traffic flow in the morning peak hour along the roads adjacent to the Corridor by a further 300 to 400 vehicles per hour. In this central portion of the Corridor, however, traffic destined for workplaces in Scarborough begins to dissipate the total flow. The number of route choices over which to distribute the traffic increases as the east-west road grid picks up additional arterials such as Lawrence, Eglinton and St. Clair Avenues. Both Danforth and Kingston Roads parallel the Corridor directly. Traffic can be expected to distribute itself over these routes and the potential traffic growth would be absorbed without major difficulty.

Vehicular traffic crossing into the City of Toronto across the Victoria Park Screenline is estimated to potentially increase by 450 vehicles per hour to 2001 and by 650 vehicles per hour to 2021. The intersections of Victoria Park Avenue at Danforth Avenue, Gerrard Street and Kingston Road are presently operating at between 70% and 80% of their capacity. Concentration of all of the potential traffic increases at one location would undoubtedly seriously worsen traffic congestion locally. The increases in traffic are, however, more likely to be distributed over the available routes. There is sufficient capacity over the entire screenline to absorb the identified range of potential traffic increases.

Traffic flows across the Victoria Park Screenline in peak periods have decreased slightly over the last few years as shown in Table 4.7. Since 1975 both the morning and afternoon peak flows have decreased by approximately 3%. Since total travel and transit trips have increased over the same period, the decline in auto travel can be attributed to a modal split shift. Continuation of this trend will enhance the ability of the existing roads to absorb the possible traffic growth.

Overall, from the east through to the west end of the Corridor, the level of potential growth in peak hour traffic is relatively modest. An illustration of the relative scale of traffic flows is provided by the figures from Durham Region. Durham's present population of 280,000 persons and Toronto's downtown employment of 360,000 produces an existing peak hour traffic flow along roads adjacent to the Corridor of approximately 400 vehicles per hour in the peak direction. Over the next 40 years, the analysis assumes that Durham's population will grow by roughly 200,000 and that Toronto's downtown employment will grow by 100,000 jobs. The travel analysis projects that an increase in traffic flow of approximately 300 vehicles per hour could result.

In light of improvements in transit modal split throughout Scarborough, it can also be expected that as transit service continues to improve, more of the existing auto trips will be diverted to transit, thereby masking the potential auto trip growth.

Ability to Absorb Growth in Transit Travel

Because most of the growth in peak direction travel in the S.T.C. Study Area is oriented to growth in employment in downtown Toronto, expected increases in transit ridership are much greater than for auto traffic. The T.T.C. estimates that 74% of the work trips to the Central Area (Zones 1 and 2) were made by transit in 1983 and the proportion has been increasing.

The analysis of travel growth indicates a potential for an additional 4,000 transit riders in the peak hour in the peak direction (pphpd) into the City of Toronto by 2001, or an additional 6,700 pphpd by 2021.

These transit trips could be made by several alternate means. GO Transit offers bus service to the downtown as well as the Lakeshore East Commuter Rail service. Trips could also be made on the T.T.C. subway or the surface transit routes.

Most of the potential growth in transit ridership will originate in Durham and the eastern portion of Scarborough. Because of trip lengths to the downtown and the availability of other faster transit services, it is unlikely that a significant proportion of the transit growth will be carried either by GO bus or T.T.C. surface transit services. The two main carriers would be the subway and GO rail service.

At present, capacity for subway trips to the downtown from Scarborough is constrained by the bottleneck on the Yonge Street line south of Bloor Street. Potential growth in subway ridership has prompted the T.T.C. and Metro to undertake the Downtown Rapid Transit Study to explore construction of an additional link to relieve the bottleneck. The study is scheduled to be completed in 1985. Should a "relief line" eventually be constructed, 25% or more of the potential transit ridership growth from the S.T.C. Study Area would likely be served by the subway system. In the interim, additional capacity is very limited.

At present, GO Transit schedules 3 trains on the Lakeshore East Rail line in the morning and afternoon peak hours, carrying from 4,000 to 4,200 pphpd at the peak load point.

The capacity of the GO Rail operation is dictated largely by the number of trains that can be scheduled to share the C.N.R. track. VIA Rail and the C.N.R. freight operations use the same track, and the C.N.R. is the final arbiter on the number of GO Trains permitted. Given the number of trains that can be scheduled, the maximum hourly passenger load is determined by the carrying capacity of each train.

Current GO Rail bi-level cars seat 162 persons and, using two locomotives, can be assembled into 10 car trains. This provides a seating capacity of 1,620 persons per train, and allowing for an additional one-third standees, a rated capacity load of 2,160 persons. Consequently, the seated capacity of the present schedule of three trains per hour is approximately 4,850 pphpd and the total rated capacity load is roughly 6,400 pphpd.

Since the existing peak hour ridership is approximately 4,200 pphpd, it is clear that if GO Rail captures even a moderate share of the potential growth in transit ridership, additional capacity is required by 2001.

Results from the first stage of the joint GO Transit-C.N.R. Study of possible short-term improvements in the Lakeshore East service indicate that it is technically feasible to add 3 additional GO trains to the schedule during both the morning and afternoon peak periods. This would reduce the average headway between 6:00 and 9:00 a.m. from 24 minutes to 16 minutes. In the peak hour of service, between 7:15 and 8:15 a.m., 5 trains could depart from Pickering Station destined for Union Station.

The average capacity over the entire peak period of this level of service would be 8,600 pphpd with a possible peak hour of 10,800 pphpd. These improvements to capacity would be accomplished without any major capital investment in additional track or signal systems. Improvements and additions to these physical plant elements are to be studied in Phase II of the GO Transit-C.N. Study and will likely yield even further gains in capacity with only moderate capital costs.

These study results establish that the existing GO Rail service can be expanded to accommodate all of the potential growth in transit ridership from the Study Area to downtown Toronto to the year 2001. More realistically, a small portion of the ridership from Durham and a major portion from Scarborough can be expected to ride the T.T.C. and other transit services instead of the GO system. At least 30% of the ridership can be expected to be captured by these other services. In this case, only modest improvements are needed from the second stage of the GO Rail operational study to ensure that the heavy rail system is capable of accommodating the potential growth for forty years to 2021.

GO ALRT released a working draft report[6] in January, 1984 which projects peak hour ridership on a future Lakeshore GO ALRT line to be approximately 14,000 pphpd in both 2001 and 2021. These flows are 10,000 pphpd greater than existing peak ridership on the GO Rail service. These projections are, however, not an accurate measure of the potential growth in transit ridership for several reasons.

The GO ALRT ridership figures not only combine all possible growth in the current GO rail transit market, but also assume the diversion of existing and future riders from the T.T.C. and other transit services and onto the GO system. The GO ALRT forecast assumes that 100% of the transit riders from Durham to Toronto will use GO ALRT, whereas a 1982 T.T.C. Commuter survey showed that at least 14% presently use the T.T.C. and 5% use the GO bus services. The GO ALRT figures also assume that roughly 30% of the transit riders from southern Scarborough to downtown Toronto will use the GO ALRT line, whereas at present it is estimated that less than 10% use the GO rail system from Scarborough. GO ALRT's aggressive market share factors are based on the assumptions that GO ALRT would offer a high frequency, high quality service similar to the T.T.C., that both systems would have full service and fare integration, and that a T.T.C. downtown relief line is not built. If instead, the GO ALRT line were not built and the existing heavy rail system simply expanded to accommodate growth, the share of transit ridership captured by GO would be considerably less.

The other major factor in the GO ALRT forecast, which overstates the peak hour ridership growth potential, is the very high proportion of daily trips assumed to be made in the peak hour. Counts taken in 1983 show that peak hour ridership on the Lakeshore East GO line accounts for 24% to 25% of the total two-way flow. The GO ALRT forecasts for 2001 and 2021 assume that this peak hour percentage will be reduced to 22%. The forecasts also assume that a large proportion of the growth in travel demand will be non-work trips. Non-work trips are made primarily in off-peak times. The reduction in the peak hour percentage assumed by GO ALRT is not great enough to reflect the substantial shift in the pattern of trip purposes projected.

4.9 Conclusions

By virtue of the Scarborough Transportation Corridor's location and orientation, future transportation facilities located there would serve primarily growth in work trips between residential communities in eastern Scarborough and Durham Region, and employment areas in southwestern Scarborough and the City of Toronto, particularly the Central Area.

There are no present deficiencies in capacity identified for either road or transit facilities which parallel the Corridor and serve this type of travel.

Because of its large size and population of over 440,000 persons (1981), Scarborough would be expected to generate the largest demand for travel in the Corridor and benefit the most from possible additional transportation facilities. But Scarborough has already grown to between 80% to 90% of its likely ultimate population and the areas of substantial remaining growth potential are mostly outside the general catchment area of the S.T.C., to the north of Highway 401.

Scarborough's employment has grown more rapidly than its population recently and is attracting increasing numbers of workers from Durham Region. The remaining areas of high employment growth potential are, however, mostly near to Highway 401 and in areas to the north and not in the general area of the S.T.C.

Pickering/Ajax and the rest of Durham Region have a small population relative to Scarborough's, estimated at 174,000 persons in 1981. Durham is expected to grow significantly over the next 30 to 40 years. The amount of growth now expected is much smaller and spread over a longer time period than was anticipated 10 and 20 years ago when previous studies of transportation facilities in the S.T.C. were undertaken.

Not only is the expected level of growth in Durham smaller in absolute terms, but its relative position in the distribution of growth throughout the Greater Toronto Area is also much reduced. This is due to such factors as the cancellation of the Pickering Airport

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[6] GO ALRT Ridership Demand Forecasts, M.T.C., January, 1984.

Project, the incentive for growth in York Region provided by the York-Durham Servicing Scheme, and continuing high growth rates west of Toronto.

The Whitby/Oshawa area is expected to continue to provide 60% of the Region's employment and population in a relatively self-contained economy, distinct from Metro Toronto. The Pickering/Ajax area is the only part of Durham from which a large proportion of the labour force will likely be attracted to the large employment centre of downtown Toronto, drawing commuters through Scarborough.

An examination of historical travel patterns in Scarborough illustrates that a process of transit maturation is occurring over time, moving outward from the downtown, following residential development patterns. As transit service has been expanded, ridership has increased at rates greater than the growth in auto travel, such that the overall transit modal split is increasing throughout Scarborough.

Analysis of the transportation implications of future development in Metro Toronto and Durham Region, even under the most optimistic growth assumptions, shows that the potential for travel increases in the S.T.C. Study Area is relatively modest. The growth in travel is expected to be highly transit-oriented and largely between Durham and downtown Toronto.

The expected growth in peak hour automobile traffic through the S.T.C. Study Area between 1981 and 2001 varies from 450 to 750 vehicles per hour (v.p.h.), with the largest increases likely to occur near the Suburban Cordon. By the year 2021, the potential growth in traffic could vary from 650 to 1,200 v.p.h. The traffic has destinations in both Scarborough and Toronto and there are several existing arterial roads which can absorb the increases. These include Lawrence Avenue, Eglinton Avenue, St. Clair Avenue, Danforth Road, Danforth Avenue and Kingston Road. Since a four-lane arterial road can carry 1,600 to 1,800 v.p.h., the potential increases are relatively small in magnitude and when distributed over the available alternate routes, can be absorbed by the existing streets.

There are no substantial existing problems on the roads parallelling the S.T.C. Analysis of future development indicates that the potential growth in traffic can be absorbed by the existing street network. Given other major priorities for transportation funding and the absence of present or projected traffic problems within the Study Area, it is concluded that there is no need for an arterial road in the Scarborough Transportation Corridor.

The potential growth in transit travel through the S.T.C. Study Area is considerably greater than for auto traffic. By the year 2001, peak hour transit ridership may grow by 4,000 riders at the peak load point. By 2021, the potential growth could reach 6,700 transit trips. The additional ridership will be distributed over several alternate transit services, but the two major carriers are the T.T.C. subway system and the GO Transit Lakeshore East service.

Capacity for increased travel to downtown Toronto on the subway system is limited now but may be increased in the future, depending on the outcome of the Downtown Rapid Transit Study.

Recent operational studies have confirmed that the existing GO Transit conventional heavy rail service can be expanded, without constructing new track, to accommodate all of the potential transit ridership growth to 2001.

There is, therefore, no need for new transit facilities outside the C.N.R. right-of-way within this time frame.

Assuming there is no additional subway capacity provided, the potential growth in transit ridership to the downtown to the year 2021 would exceed the currently identified capacity of GO Transit's heavy rail service. It is possible that the second stage of the CN-GO operational studies may show that the capacity can be increased by the addition of new tracks within the C.N.R. right-of-way. The extent of the extra capacity that may be provided in this way, however, is not yet known. It is also possible that the construction of a new subway link to the downtown from the east would mitigate against the need for additional GO Train capacity beyond the currently identified levels. Again, no commitment has yet been made to proceed with the downtown relief line.

Until the results of these two studies are available, the possible long-run need for a GO ALRT rapid transit facility cannot be dismissed. In the interim, it is appropriate to protect for the possible GO ALRT right-of-way requirements within the Scarborough Transportation Corridor.

Chapter Five:

LOCAL STUDY AREAS

In examining major transportation options for the Corridor, three specific areas were identified where local traffic issues required more detailed study.

These three areas are described below. Detailed traffic counts, signal information and other data on which traffic analyses have been based are contained in Appendix 3 to this Study.

5.1 Local Study 1
Gerrard/Victoria Park Area

A major difficulty anticipated from constructing an arterial road in the Corridor has been the problem of distributing traffic at the terminus. This difficulty is compounded by existing traffic infiltration problems on the local streets, and by the potential traffic from development of the large tract of vacant land near Victoria Park Avenue and Gerrard Street.

As a means of studying the effects of a road in the Corridor ending near Victoria Park Avenue, three basic alternatives were identified. In Option 1, the road could end at Danforth Avenue, with traffic on the new road merging with traffic on Danforth. In Option 2, the new road could end at a T-intersection on Victoria Park Avenue between Gerrard Street and the C.N.R. tracks. In Option 3, a new road could merge with Gerrard Street at some point between Clonmore Avenue and Victoria Park Avenue.

Existing Traffic

Analysis of existing traffic conditions by the Study's transportation engineer shows that, the signalized intersections on Victoria Park Avenue at Kingston Road and at Gerrard Street are now operating at 80% to 85% of their capacity in peak hours, with moderate to heavy congestion. The intersections along Danforth Avenue operate under better conditions with only moderate peak period congestion.

The local street pattern, and the termination of Gerrard and Queen Streets near Victoria Park Avenue, result in considerable volumes of traffic filtering onto residential streets. Scarborough and Metro traffic counts show that Clonmore Drive west of Warden Avenue carries a two-way volume of 1,600 vehicles per hour in the afternoon rush hours, and Hollis Avenue east of Warden Avenue carries 600 vehicles per hour. Analysis of traffic patterns reveals that traffic is oriented between the west and north and is not principally east-west travel. Turning movement count information shows that more than 70% of the through traffic on Clonmore Drive in the p.m. peak hour is destined north of the C.N.R. tracks. The traffic follows the few available roads which cross the C.N.R. tracks: Victoria Park Avenue, Warden Avenue and Birchmount Road.

Additional Development

An assessment of the additional traffic that might be generated by development on the vacant land north of Gerrard Street and east of Victoria Park Avenue was undertaken in conjunction with Runnymede Development Corporation, the owner of the vacant property. The analysis was based on approved plans for 6,225 m^2 of commercial floor space on the west portion of the site and the maximum residential density of 1,400 units permitted under the present zoning on the east portion of the site. Under these assumptions it is estimated that the development could add up to 950 vehicle trips to the streets in peak hours. Overall there is sufficient road capacity to absorb the additional traffic. But 60% of the additional traffic would pass through the intersection at Victoria Park Avenue and Gerrard Street. Congestion here would worsen significantly during the afternoon peak hours. Beyond the immediate vicinity of the site, the impact would be dispersed.

New Road Options

A new arterial road ending at Victoria Park Avenue would not resolve existing or future traffic congestion or infiltration problems. Instead, any of the alignment options would worsen traffic conditions.

Options 2 and 3 would concentrate additional traffic at the Victoria Park/Gerrard Street intersection. With the development of the Runnymede lands, there would be very little remaining capacity to absorb more traffic in the immediate area. Even modest flows on the new arterial would add to the critical traffic movements and worsen congestion, increasing the likelihood of traffic diverting onto residential streets such as Clonmore and Fallingbrook.

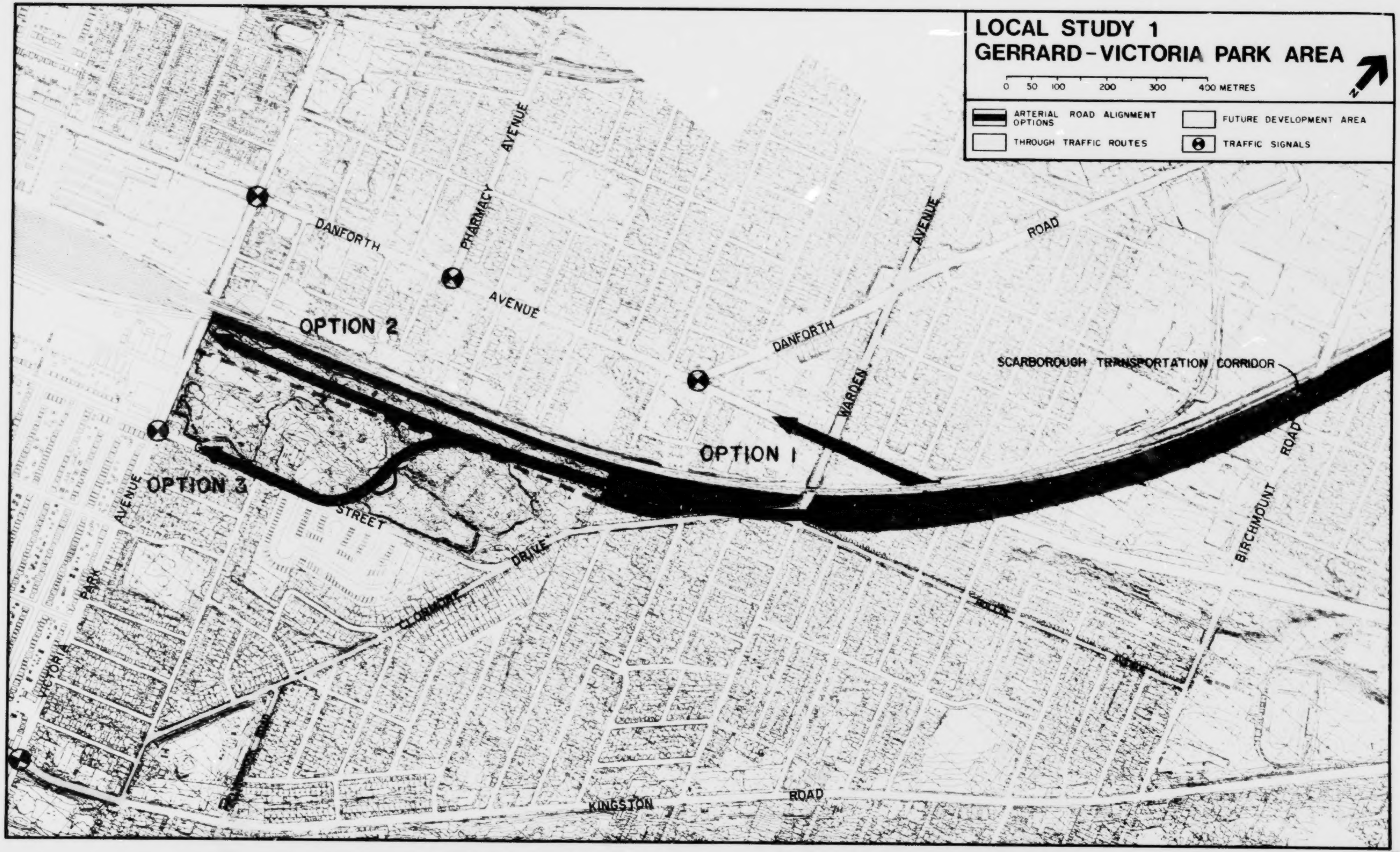
Option 1 has the least negative implications of the three choices. It would avoid directing traffic through the Victoria Park/Gerrard intersection directly and would take advantage of the residual capacity on Danforth Avenue. West of Pharmacy Avenue this road now carries 1,200 to 1,300 vehicles per hour in peak hours in the peak direction, and could carry 300 to 400 additional vehicles per hour. A major arterial road would likely attract more than this volume of traffic resulting in congestion on Danforth Avenue. This would add to the existing through traffic problems on residential streets south of the C.N.R. tracks.

Using the Corridor to Solve Local Traffic Problems

It has been suggested, from time to time, that a local road could be built in the western-most portion of the Corridor. Such a road, extending from Victoria Park Avenue to Warden or to Danforth Avenue could then redirect through traffic which is now filtering onto portions of Gerrard Street, Clonmore Drive and Hollis Avenue.

There are, however, a number of constraints which make a local road an undesirable option. Firstly, the Corridor in this location is not a vacant strip of land. West of Warden Avenue, over 30 residential properties along Clonmore Drive lie in the path of the road. East of Warden Avenue, several homes along Hollis and Kalmar Avenues would be similarly affected. A local road would require the acquisition and removal of many of the homes that it was intended to protect from through traffic. The Scarborough Public Utilities Commission transformer would also have to be removed. Secondly, due to the location of the Corridor, intersections of a local road with Victoria Park and Warden Avenues would be directly south of grade-separated C.N.R. crossing. Due to grade and visibility problems, acceptable intersections would be extremely difficult. Finally, unless steps were taken to discourage through traffic on Gerrard Street and Clonmore Drive, there would be little incentive for traffic to follow a new route which ends at a T-intersection of a new local road with Victoria Park Avenue.

There is no viable location for a local road in this portion of the Corridor.



LOCAL STUDY 1
GERRARD - VICTORIA PARK AREA

0 50 100 200 300 400 METRES
N
ARTERIAL ROAD ALIGNMENT OPTIONS
FUTURE DEVELOPMENT AREA
THROUGH TRAFFIC ROUTES
TRAFFIC SIGNALS
DANFORTH AVENUE
PHARMACY AVENUE
OPTION 2
DANFORTH ROAD
WARDEN AVENUE
SCARBOROUGH TRANSPORTATION CORRIDOR
OPTION 1
OPTION 3
BIRCHMOUNT ROAD
STREET
VICTORIA PARK AVENUE
CLONMORE DRIVE
KINGSTON ROAD

Conclusion

There are no satisfactory solutions either for terminating a new arterial road near Victoria Park Avenue and Gerrard Street, or for using the Corridor lands to resolve local traffic problems.

5.2 Local Study 2
Kingston/Livingston Road Area

Adjacent to Kingston Road, between Scarborough Golf Club Road and Galloway Road, the existing street pattern and the grade-separation between the C.N.R. and Kingston Road restrict traffic movements considerably in the area. These physical constraints raise several local traffic issues.

Access to Guildwood Community

Access from the west into the Guildwood Community is concentrated at a single signalized intersection at Kingston Road and Guildwood Parkway. The large number of northbound left turns from Guildwood Parkway onto Kingston Road in the morning peak period, combined with the orientation of Kingston Road, cause traffic destined to the north of the C.N.R. tracks to use short-cuts through the residential streets. Traffic crosses Kingston Road, and then follows Cromwell Road, Dale Avenue and Scarborough Golf Club Road to the north. Recent Metro and Scarborough traffic counts show that in the morning peak hour, 200 vehicles travel through onto Cromwell and Dale Avenues. In the afternoon peak period, the reverse traffic movement occurs, but to a lesser extent.

Near the Kingston/Cromwell intersection there are large vacant parcels of land on both sides of Kingston Road, the development of which will add to the traffic load.

The Livingston Road Extension

One proposal for reducing this through traffic has been to constuct a one-way extension of Livingston Road beneath the Kingston Road bridge to merge directly with the westbound lanes of Kingston Road. Provision for such an extension was made when the Kingston Road bridge over the C.N.R. was widened several years ago. Should a rapid transit facility be constructed in the S.T.C., however, the Livingston Road Extension may no longer be physically possible. The clearance under the structure for the proposed extension would likely have to be used for the new transportation facility.

A review of the Livingston Road Extension shows that there are roughly 2,200 homes in Guildwood Neighbourhoods 1, 2 and 4 which feed the Kingston Road/Guildwood Parkway intersection. Of these homes, only 10% to 15% would have a shorter trip via a Livingston Road extension than by continuing to use the Guildwood Parkway.

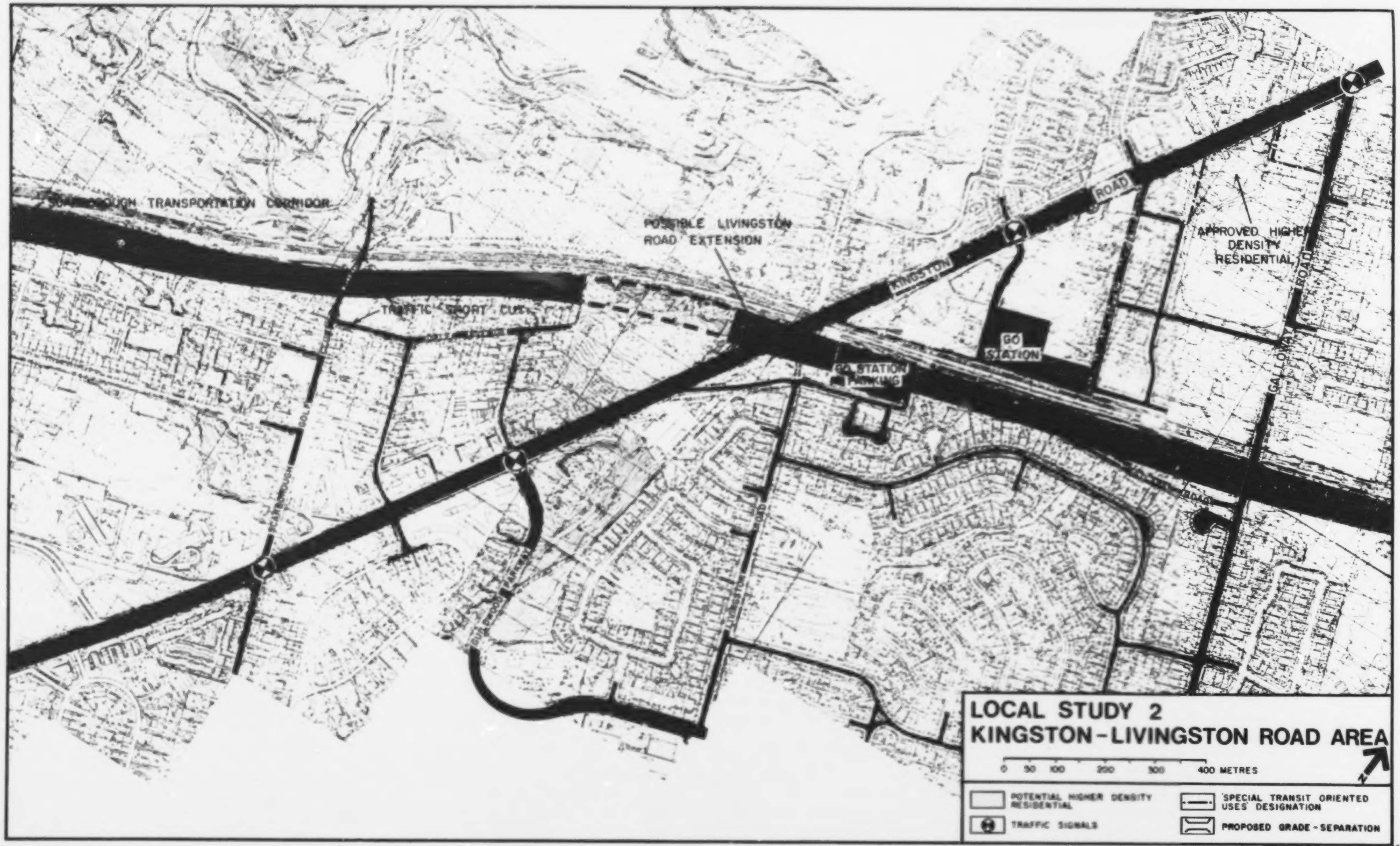
The potential relief is best illustrated by examining the peak hour traffic in the reverse direction on the existing eastbound one-way ramp to Livingston Road. Scarborough Works Department counts show that only 150 v.p.h. use the off-ramp from Kingston Road onto Livingston Road. The portion of the Guildwood Community which would use the extension is a stable, low density residential area in which further growth is not anticipated. As well, the GO Parking lot on the south side of the tracks is not likely to increase in use as additions are to be made to the GO Transit facilities on the north side of the C.N.R.

Provision of double left-turn lanes for northbound traffic on Guildwood Parkway at Kingston Road would offer a similar relief as the Livingston Road extension to the critical traffic movement. If the space reserved for the Livingston Road Extension is required for a rapid transit line, then alternate traffic engineering improvements should be pursued rather than expending funds to continue the extension option.

On the other hand, if no transit facility is to be constructed within the Corridor then the extension would still be possible. Since the land has no alternative development use and is now in public ownership, it can easily be retained to provide the option of extending Livingston Road.

Conclusion

A rapid transit facility constructed outside of the C.N.R. right-of-way beneath Kingston Road may consume the land reserved for the Livingston Road Extension. If so, then other traffic operating solutions to improving access to the Guildwood Community, such as traffic control measures to deal with existing infiltration problems or a double left turn lane from Guildwood Parkway onto Kingston Road, should be pursued. If the space is not required for a rapid transit line, these alternate traffic engineering solutions should still be pursued without delay, but the option to extend Livingston Road should also be maintained.

SCARBOROUGH TRANSPORTATION CORRIDOR
POSSIBLE LIVINGSTON ROAD EXTENSION
TRAFFIC SHORT CUT
KINGSTON ROAD
APPROVED HIGHER DENSITY RESIDENTIAL
GO STATION
GO STATION PARKING
GALLOWAY ROAD
SCARBOROUGH GOLF
GUILDWOOD PARKWAY
LIVINGSTON ROAD
ROAD
LOCAL STUDY 2
KINGSTON-LIVINGSTON ROAD AREA
0 50 100 200 300 400 METRES
N
POTENTIAL HIGHER DENSITY RESIDENTIAL
TRAFFIC SIGNALS
'SPECIAL TRANSIT ORIENTED USES' DESIGNATION
PROPOSED GRADE-SEPARATION

5.3 Local Study 3
Manse Road Area

In the Manse Road Area, there are two long-standing local traffic issues which could be addressed by providing a new local access road partially within the S.T.C.

First, access to the proposed Metro waterfront park facility at East Point Park, has long been an unresolved matter. Second, truck traffic to and from the Coronation Drive Industrial District must travel over residential streets, causing nuisance to residents and a potential safety hazard.

Solutions to resolve both of these issues are strongly influenced by whether a decision is made to reserve land in the Corridor to construct a GO ALRT line.

Access to East Point Park

At present, access to the west end of East Point Park is via Manse Road and an at-grade rail crossing to Copperfield Road (Option 1 on map). Access to the east end of the park is via an at-grade rail crossing at Beechgrove Drive (Option 2). Both rail crossings also provide access to other properties south of the C.N.R.: the Highland Creek Sewage Treatment Plant, the Eastern Water Filtration Plant and the Rohm & Haas Company Ltd. site. Since these rail crossings are the only means of access to these properties, they will be maintained as long as the properties are in active use, and will ensure access to the park in some form from both the east and west side.

Both of the present access routes to the park require traffic to pass over residential streets. This does not yet present a problem, as the park is currently undeveloped and Metro Parks authorities advise that due to budget restrictions, only modest improvements to provide low intensity uses are expected over the next five to ten years.

The long-run development plan for the park, however, includes a proposal for construction of a yacht basin for up to 500 boats. If this development proceeds, truck traffic during the yacht basin construction would present a nuisance and a potential safety hazard on residential streets. Subsequently, users of the park and marina would add to longer-term traffic. In the long run, direct access to the park via non-residential streets may be desirable.

To achieve this, a new north/south roadway could be constructed along the general alignment of the Corridor from Copperfield Road northerly. A portion of the 'Pinetree' property not now designated within the Corridor would also be required. The road could extend only to Coronation Drive (Option 3A), could reach Lawrence Avenue (Options 3A + 3B) or Kingston Road (Options 3A + 3B + 3C).

Truck Access to Coronation Drive Industrial District

The Coronation Drive Industrial District is surrounded by residential uses. Traffic now travels to the District by three routes: (i) Coronation Drive from Morningside Avenue, (ii) Manse Road from Kingston Road and from Lawrence Avenue, and (iii) Beechgrove Drive from Lawrence Avenue. These are residential streets. Two of the routes pass by elementary schools; on Manse Road south of Lawrence and on Coronation Drive west of Manse Road. Traffic noise from heavy vehicles and employee traffic can be a nuisance to local residents. Perhaps of greater concern is the potential safety hazard of truck traffic on streets with high numbers of children.

A survey of the truck movements in the area, taken on a typical weekday, showed that heavy vehicles (dual axles or larger) accounted for approximately 6% of total traffic entering and leaving the area between 7:00 a.m. and 6:00 p.m.

In total, heavy truck flows averaged from 20 to 25 vehicles per hour. Approximately 70% of the truck traffic was oriented to and from the west. Manse Road carried roughly 38% of the total truck traffic, Beechgrove 36%, and Coronation Drive west of Manse Road 26%.

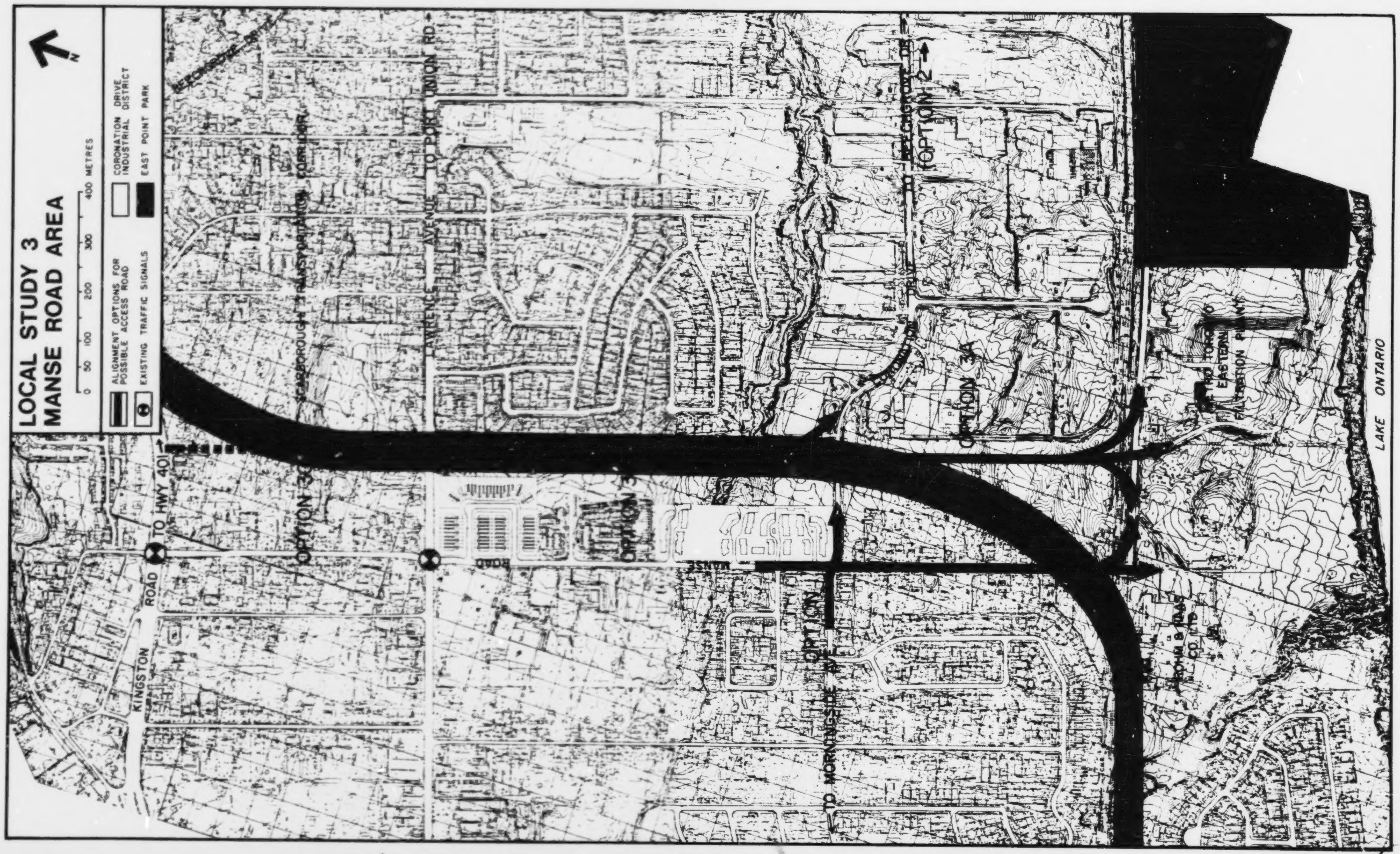
Truck flows on each street varied from 5 to 10 vehicles per hour, or one truck passing in either direction every 6 to 12 minutes.

From a traffic operation point of view, this volume is very low and poses no special problems in terms of traffic control or capacity. Nevertheless, this frequency of truck traffic is uncommon on residential streets. Truck traffic could increase with further development, as there are still 46 ha of vacant land within this Industrial District.

Options 3A + 3B would provide the opportunity to divert a large proportion of the truck traffic away from the residential streets. Options 3A + 3B + 3C would carry traffic directly to Kingston Road.

A licence plate trace survey identifying truck routes and turning manoeuvres in and out of the Industrial District suggests that up to 70% of

LOCAL STUDY 3
MANSE ROAD AREA


N
0 50 100 200 300 400 METRES
ALIGNMENT OPTIONS FOR POSSIBLE ACCESS ROAD
EXISTING TRAFFIC SIGNALS
CORONATION DRIVE INDUSTRIAL DISTRICT
EAST POINT PARK
TO HWY 401
KINGSTON ROAD
MANSE ROAD
LAWRENCE AVENUE
TO PORT UNION RD
SCARBOROUGH TRANSPORTATION CORRIDOR
OPTION 3C
OPTION 3B
OPTION 3A
OPTION 2
OPTION 1
TO BEECHGROVE DR
CORONATION DRIVE
TO MORNINGSIDE AVE
ROHM & HAAS CO. LTD
TORONTO EASTERN FILTRATION PLANT
LAKE ONTARIO

the present truck traffic is oriented to the west on either Lawrence Avenue or Coronation Drive and could, therefore, be diverted to a new industrial access road extending north to Lawrence Avenue (Option 3A + 3B). If the access road were extended north to Kingston Road (Option 3A + 3B + 3C), it was estimated that up to 85% could be diverted.

The Impact of a Potential Rapid Transit Line

The evaluation of the local road options is strongly influenced by the possibility of a GO ALRT rapid transit line.

If a GO ALRT line was constructed, it would most likely cross the C.N.R. tracks near Manse Road. This would disrupt access down Manse Road to the Rohm & Haas plant, the Filtration Plant and the western entrance to East Point Park. Access would be severely limited during the construction of such a facility. The construction of Option 3A would, therefore, be desirable at least as a temporary access road. In the longer term, the retention of Option 3A could also be desirable. It could be much less expensive to close Manse Road north of the C.N.R. and use 3A as a permanent access, than to construct a grade-separated crossing of Manse Road with the GO ALRT line. As well, this option would remove industrial and park traffic from Manse Road south of Coronation Drive, and would provide some buffering between industrial and residential uses.

To the north of Lawrence Avenue, were a GO ALRT line to be constructed in the Corridor, the portion between Kingston Road and Lawrence Avenue would be a likely site for a GO station. A local access road in the Corridor (Option 3C) running between Kingston Road and Lawrence Avenue, would provide direct access to the station from both of these roads, and would prevent increased traffic from a GO Station from filtering onto Manse Road or Megan Avenue.

If sections 3A and 3C were to be constructed, Option 3B could link them together, providing direct access from Coronation Drive Industrial District and East Point Park to Lawrence Avenue and to Kingston Road. This would divert traffic away from local streets with direct residential frontages and schools.

If land is to be reserved for a GO ALRT line, a wider right-of-way would be maintained to act as a buffer between the new development, and to provide sufficient space for the design and construction of the facility. The decision to reserve land for a local road, in addition to this right-of-way, would have very little additional impact on surrounding land uses.

If, on the other hand, a decision is made not to reserve land for a GO ALRT line, the justification for a local access road is considerably diminished. The full cost must be borne by local road needs alone.

Option 3C would not be required without a GO Station. Option 3A could still be constructed, but its only benefit would be to remove truck traffic from a small section of Manse Road. Industrial and residential uses could be effectively buffered from one another by providing for a strip of landscaped open space, in public ownership, at a much lower cost.

Options 3A + 3B could divert as much as 70% of the truck traffic, a large portion of employee traffic and potential park traffic from local residential streets. But this benefit should be weighed against construction costs, the environmental effects of crossing Neilson Creek and cutting through the heavily treed banks of the watercourse, and the introduction of truck traffic to the rear of properties along Melchior Drive and Woodgarden Crescent.

This is a situation in which there is no clearly 'right' answer. The benefits of improved access and safety must be weighed against possible negative impacts of a new truck route. What is clear, is that a decision should be made as soon as possible, on whether or not land will be acquired for a GO ALRT facility, in order to be able to make a final decision on the construction of a local access road.

Conclusion

If a commitment is made to construct a GO ALRT line in the Corridor between Kingston Road and the C.N.R., sufficient land should be protected to accommodate a local access road based on Options 3A, 3B and 3C.

If a GO ALRT commitment is not made, the decision on a local road should be based on further consultation with local residents, property owners and industries, in order to weigh the pros and cons of proceeding.

In either case, this consultation process should begin immediately, so that a final decision on the local access road can be made at the time of the completion of the adjoining GO ALRT studies.

Chapter Six:

LAND USE PROPOSALS

Chapters 4 and 5 of this report have analysed the need for various transportation facilities within the Scarborough Transportation Corridor. The analysis has concluded that there is no need for a major through road within the Corridor. There may, however, be justification to reserve land for a local road in a portion of the Corridor east of Manse Road.

The analysis has also concluded that the need to reserve land for a rapid transit facility on a separate right-of-way is uncertain at this time. The Province of Ontario is currently investigating alignments for a GO ALRT facility outside of the C.N.R. right-of-way, and should be given the opportunity to determine whether it will be necessary to acquire land within the Scarborough Transportation Corridor for GO ALRT operations. Any transit facility would require only a small portion of the lands now held and/or designated for a 'transportation corridor'.

Based on these conclusions, it would be appropriate to remove the existing 'Scarborough Transportation Corridor' designation from the Scarborough Official Plan, and to replace it with alternative designations which would permit the development of the remaining Corridor lands in a variety of uses appropriate to their specific location and surroundings. For the time being, a 'Possible Transit Corridor' designation could also be applied to a portion of the former transportation corridor.

In order to determine new land use designations, a detailed land use analysis has been undertaken. This analysis has assessed the potential land requirements of a transit corridor in a separate right-of-way, and has determined appropriate new designations for lands which would not be required for a possible transit facility. 'Underlying' or 'alternate' land uses to a transit corridor have been examined in the event that a transit facility is not required.

The land use analysis has also examined areas outside of the current S.T.C. designation, which have, in the past, had land use designations and policies applied to them due to their proximity to the Corridor. The policies were most often applied in anticipation of an 'expressway' being constructed within the Corridor and are no longer applicable.

The proposed land uses are general recommendations only. These recommendations will provide the basis for future Official Plan Amendments. The details of the actual land use designations will be refined as the proposals go through the Official Plan Amendment approval process. A full notification process and public meeting will accompany any changes to the Official Plan Land Use Policies.

6.1 Transit Land Requirements

In discussions with the staff of the GO ALRT Lakeshore Corridor Study, it has been determined that a reasonable maximum right-of-way width for a transit facility using the GO ALRT technology would be 15 m. The cross-section of such a facility is shown on Figure 3.1 in Chapter 3. If such a facility was to be developed within the Scarborough Transportation Corridor, it would be built in the northern-most part of the Corridor, directly abutting the C.N.R. right-of-way. Maps 1 through 8 show a 'Possible Transit Corridor' abutting the southern limit of the C.N.R. right-of-way and extending 15 m to the south. Maps 9 and 10 show the Corridor as it separates from the C.N.R. and swings north to Kingston Road.

In a number of cases, the retention of a transit corridor would still have a substantial impact on private properties. These locations have been identified on Maps 1 through 10. In many areas, it may be possible to minimize the impact on private property by reducing the width of the transit corridor, and/or reducing the amount of private property to be acquired for a transit use. The C.N.R. has established a desired minimum right-of-way width of 24.4 m for the C.N.R. line through Scarborough. The actual right-of-way width now exceeds 24.4 m in many areas. The maps identify a number of locations where the impact of a transit facility on private property could be substantially reduced through the acquisition or use of C.N.R. land for all or a portion of any transit right-of-way.

In areas where a transit facility would have a particularly negative impact on abutting properties and where there is no available land south of the C.N.R. tracks, it is recommended that any GO ALRT facility minimize its land requirements and, in critical cases, that C.N.R. tracks be shifted to the north where possible to protect existing industrial buildings and housing.

Because the GO ALRT study is at an early stage and the alternatives have not been made public, the locations of possible GO stations are not yet known. It is assumed that existing GO stations would be retained. One exception could be the Rouge Hills Station, which would be closed if the GO ALRT alignment followed the Scarborough Transportation Corridor north to Kingston Road rather than following the C.N.R. eastward across the Rouge River. It is likely, in that case, that the Rouge Hills Station would be replaced by a station in the vicinity of the Corridor between Kingston Road and Lawrence Avenue. While the land use requirements for this possible station have not been determined, this would be the first station inside Metro, and substantial parking would probably need to be provided. Policies are included to ensure the protection of residential frontages along Manse Road and Megan Avenue to minimize any impact on the residential areas.

Another potential station could be at Victoria Park Avenue, south of the Corridor. This is an area which has already been developed or zoned for commercial uses and higher residential densities.

6.2 Evaluating Alternatives

As part of the land use analysis, several criteria were developed to provide a basis for evaluating alternative land uses and for determining appropriate land use designations. These criteria are described below:

Compatibility:

Potential land uses were assessed in terms of their compatibility with existing uses and with existing or potential adjacent transportation facilities.

Compatibility with existing land uses was determined on the basis of size, scale and density of development, consistency in the type of land use and the extension of existing adjacent uses into Corridor lands.

New development which would cause substantially increased traffic on local streets has not been proposed. Higher densities around transit stations, while possible at some future date, has not generally been recommended where the stations are in low density residential areas.

Compatibility with existing or potential transportation facilities may require providing for noise abatement, siting, landscaping and setbacks to minimize negative impacts.

Retention of Existing Uses:

Wherever possible, an attempt was made to retain viable residential and employment areas.

Serviceability:

With the assistance of the Scarborough Works Department, all proposed development was assessed in terms of its ability to be serviced by existing sanitary and storm services and by municipal water. New development which would not require a large expenditure of public funds has been proposed. The only area where public expenditure would be necessary is the Knob Hill Industrial District, which requires a storm water management plan and the installation of storm sewers. This work would be required regardless of the proposals in this report.

Adequacy of Schools and Parks:

New parks and the extension of existing parks are recommended in several communities where deficiencies in parkland now exist.

New development has been studied in terms of school capacity. With the possible exception of the Cedar Drive School catchment area in the Scarborough Village Community, there is sufficient capacity in existing schools to accommodate proposed development.

These criteria were used in determining possible uses for land now in the Corridor designation, adjacent to the 'Possible Transit Corridor'. As well, these uses would underlie the 'Possible Transit Corridor' designation. If a decision was made to not proceed with a transit facility, the 'Possible Transit Corridor' notation would be lifted and the underlying land use designation would come into effect. This approach would reduce the uncertainty of what designation would apply, should the transit option be removed.

6.3 Locating Transit in the Knob Hill Area

Between Midland Avenue and Bellamy Road, the Scarborough Transportation Corridor separates from the C.N.R. line and follows the southern boundary of the Knob Hill Industrial District. Alignments now being considered for a possible GO ALRT facility include an alignment within the Corridor and an alignment which would continue to follow the C.N.R. line. These two possibilities are illustrated on Figure 6.1. Of the two, the preferred alignment for the purpose of this study directly abuts the C.N.R. right-of-way. This would be preferable for the following reasons:

- A transit line abutting the railway would minimize the disruption caused by grade separations and would not require the construction of totally new grade separations at Midland Avenue and Brimley and McCowan Roads;
- Due to the grades at Midland and St. Clair Avenues, a transit facility in the Corridor, elevated to the necessary level to cross this intersection, would lead to the need to construct an elevated GO station west of Midland Avenue. This would mean that even the southerly alignment would have to be located outside of the Corridor and would require the acquisition of industrial land, that has the potential for development, east of Midland Avenue;
- An elevated line in the Corridor abutting the Cliffcrest Community would potentially cause disruption to the residential properties to the south;
- Removal of a transportation option from the Corridor provides a greater opportunity to develop the land in conjunction with adjacent

land uses; and

- GO ALRT staff indicate that a transit alignment abutting the C.N.R. is feasible in this location.

In the following maps illustrating land use proposals, Sections 4 and 5 show the 'Possible Transit Corridor' abutting the C.N.R. right-of-way, with the existing Corridor to be redesignated to industrial and residential uses.

6.4 Noise Factors

The following land use analysis proposes the retention of existing residential properties and new infill development adjacent to the C.N.R. right-of-way and possible transit corridor. As well, a GO ALRT line could move rail facilities up to 15 m closer to existing residential properties. Noise levels must, therefore, be a consideration in implementing these proposals.

The Scarborough Official Plan now contains policies requiring noise attenuation measures for residential development adjacent to railways and other noise sources. Noise attenuation, it is noted, includes such matters as building orientation, siting, fencing and barriers, landscaping, berms and other lot grading, location and thickness of windows, acoustical insulation and construction materials. Council will be guided by the guidelines and regulations of the relevant Provincial and Metropolitan agencies.

Land developers are required to have acoustical studies conducted prior to developing adjacent to railways and major roads, and development applications are circulated to the Ministry of Environment for comment. Council must be satisfied that acceptable measures are being taken to achieve reasonable noise levels.

Sound levels are normally measured in decibels (dBA). These levels can be recorded directly, but will vary widely at any one location over the course of the day. A passing train could produce peak levels near 95 dBA, while at other times, background noise levels would be much lower. For comparison purposes, acoustical engineers describe 'average' sound levels as Leq, corresponding to the 'equivalent 24 hour sound levels' at a particular point.

Factors which affect Leq noise levels include distance from the tracks, the number, type and length of trains, the speed and the number of locomotives. At the present time, approximately 80 trains per day travel through the study area. 55% of these are GO trains. At night, between 11:00 p.m. and 7:00 a.m., there are approximately 15 trains, 10 of which are GO trains. Existing noise levels will vary through the study area, depending upon the elevation of the tracks in comparison to surrounding uses, and the speed of the trains in various locations. Calculations undertaken by the C.N.R. indicate a daytime Leq level between 70 and 75 dBA measured at 15 m from the C.N.R.

LRT vehicles are, however, much quieter than diesel locomotives. Reports prepared for the Vancouver elevated LRT projected Leq sound levels at 15 m distance of 57 to 62, depending on the frequency of trains. If the GO ALRT system was implemented, existing locomotives would be replaced by the quieter vehicles, possibly reducing overall noise levels in the Corridor.

CMHC 'guidelines' for noise levels in residential areas state that Leq over 75 dBA is unsuitable for housing and from 55 to 75 dBA is unsuitable unless adequate sound insulation is provided. Below 55 dBA, normal house construction will provide adequate sound insulation. The suggested maximum noise level for outdoor recreational areas is 55 dBA.

There are a number of methods available to reduce both indoor and outdoor noise levels to acceptable residential levels. Depressing the tracks and/or use of berms and barriers is an effective means. The orientation of buildings in new construction so that outdoor recreation and privacy spaces are located away from the noise source and/or separated by a solid wall is another method. The construction of noise sensitive buildings, such as street town houses or houses with continuous wall construction between the noise source and existing development, can be a very effective means of reducing existing noise levels.

A detailed noise study will be a necessary component of any rapid transit proposal in the S.T.C. area. The existing C.N.R. corridor does not have any noise attenuation features. The development of noise barriers and berms in conjunction with a rapid transit line could serve to reduce the rail noise.

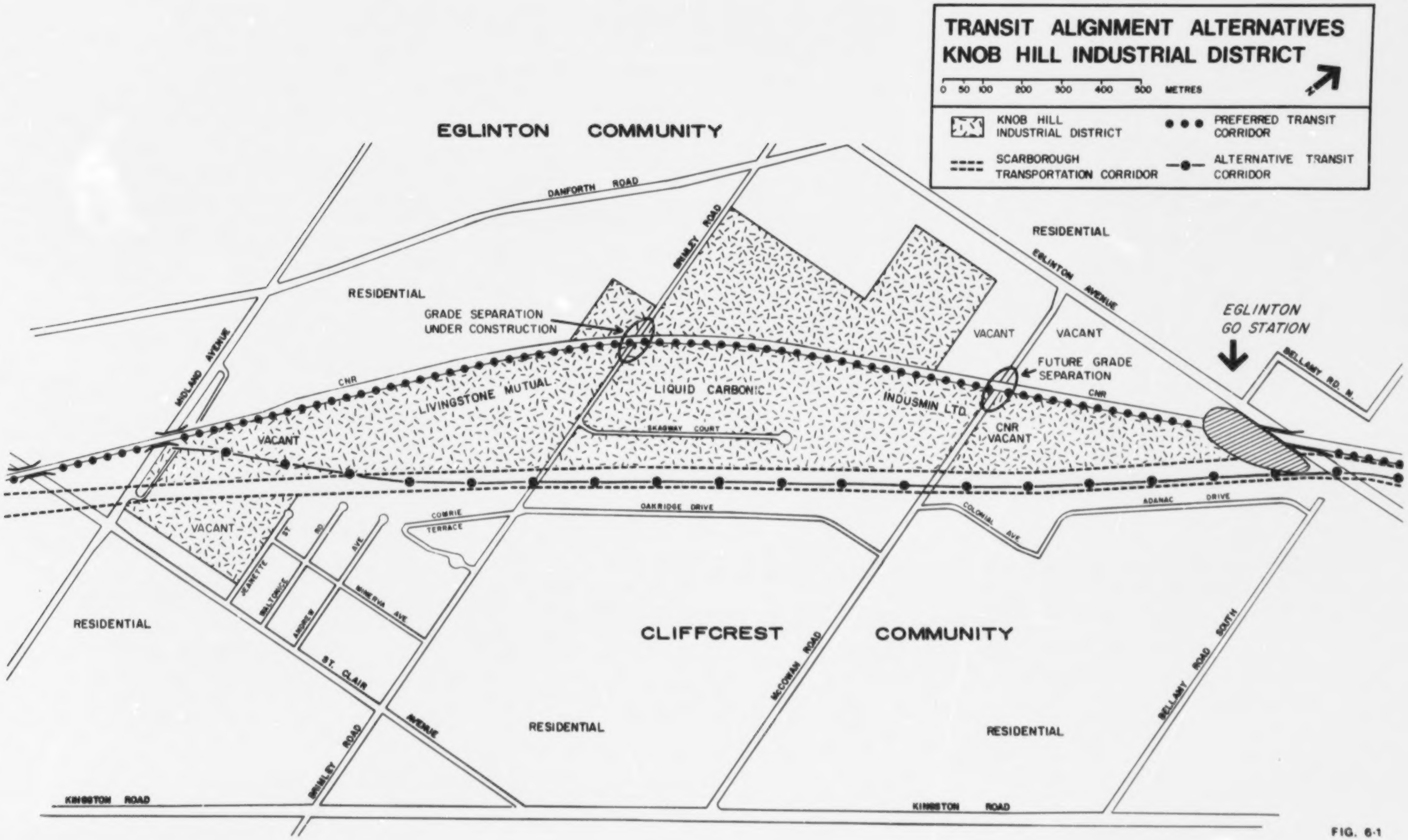

TRANSIT ALIGNMENT ALTERNATIVES
KNOB HILL INDUSTRIAL DISTRICT
0 50 100 200 300 400 500 METRES
KNOB HILL INDUSTRIAL DISTRICT
PREFERRED TRANSIT CORRIDOR
SCARBOROUGH TRANSPORTATION CORRIDOR
ALTERNATIVE TRANSIT CORRIDOR
EGLINTON COMMUNITY
DANFORTH ROAD
BRIMLEY ROAD
RESIDENTIAL
EGLINTON AVENUE
RESIDENTIAL
GRADE SEPARATION UNDER CONSTRUCTION
EGLINTON GO STATION
VACANT
VACANT
BELLAMY RD. N.
MIDLAND AVENUE
CNR
LIVINGSTONE MUTUAL
LIQUID CARBONIC
INDUSMIN LTD.
FUTURE GRADE SEPARATION
CNR
CNR VACANT
VACANT
SKAGWAY COURT
COMRIE TERRACE
OAKRIDGE DRIVE
COLONIAL AVE
ADANAC DRIVE
VACANT
JEANETTE ST.
WALTONICE
RD
ANDREW
AVE
MINERVA AVE
RESIDENTIAL
ST. CLAIR AVENUE
CLIFFCREST COMMUNITY
McCOWAN ROAD
BELLAMY ROAD SOUTH
RESIDENTIAL
RESIDENTIAL
BRIMLEY ROAD
KINGSTON ROAD
KINGSTON ROAD

FIG. 6-1

6.5 Detailed Land Use Proposals

The following Sections 1 through 10 in the text correspond to the accompanying maps 1 through 10. For example, proposal 1.1 refers to the first land use proposal on Map Section 1.

When referring to proposed land use designations, generic terms such as Low and High Density residential have been used. When undertaking amendments to individual Secondary Plans, the terminology may vary slightly, depending on the terminology used in each Secondary Plan.

Section 1 - Victoria Park to Eastwood Avenue

1.1 The Metro-owned parcel at Victoria Park Avenue lies partially within, and partially outside, the Corridor. Due to its location on Victoria Park Avenue and its proximity to commercial development and higher density residential zoning, it would be appropriate for Office/Commercial development, as well as for a potential transit station location. It is possible that both uses would be integrated on this site.

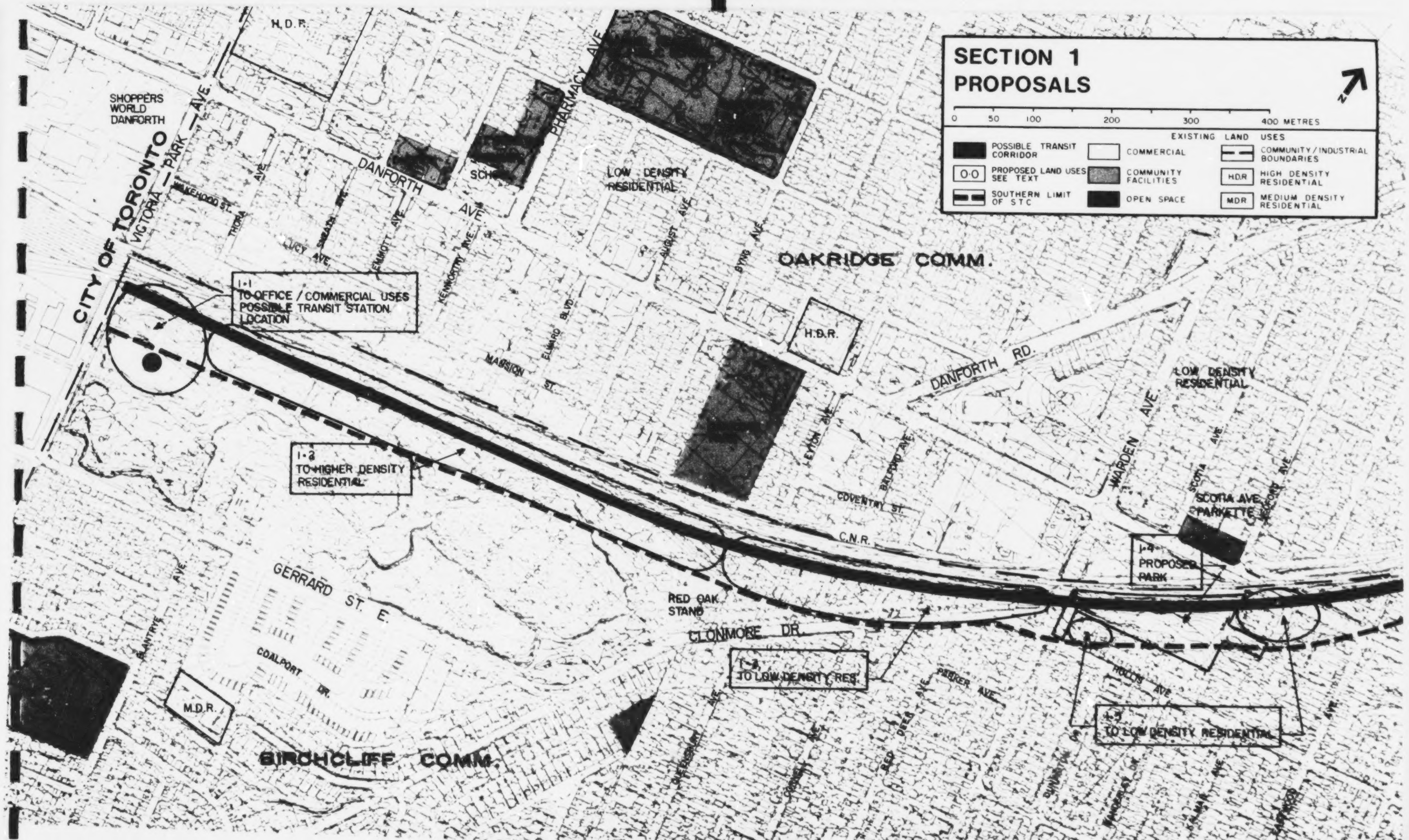
1.2 The Higher Density Residential and Park designations on the Runnymede Development Corporation site should be extended into the Corridor. The Runnymede property is now zoned to permit up to 1,400 apartment units, a density applied in anticipation of the site's proximity to an expressway interchange. The extension of the designation should not increase the total number of units permitted. Instead, it would provide additional site area and additional flexibility in the siting of buildings on this property. If a transit facility is not implemented, the 15 m will provide an additional buffer between the proposed development and the C.N.R. tracks.

Attention should be directed toward the preservation of the stand of Red Oak trees at the northeast corner of the site during the construction of a possible transit facility and/or during the development of the site for residential uses.

1.3 A Low Density Residential designation should be placed on the 31 residential properties fronting onto Clonmore Drive to recognize and retain the existing development. The S.P.U.C. transformer is considered to be a minor public utility and should be included within the residential designation. In the event that a transit facility is not implemented, the residential designation would extend to the rear of these properties. Implementation of a transit facility would require the acquisition of from 8 to 12 of the easternmost properties, as well as the relocation of the transformer - possibly onto the former residential properties. Residual land should be landscaped to minimize the visual impact of a transit facility on properties to the south.

1.4 In the block bounded by Warden, Hollis and Kalmar Avenues, the vacant, 1 ha Metro parcel should be designated as Park, to help to satisfy existing park deficiencies in the Birchcliff Community. Two access points, one from Kalmar Avenue and one from Hollis Avenue, should be retained.

1.5 Residential properties in this block and on the east side of Kalmar Avenue, which fall into the S.T.C. designation, should be redesignated Low Density Residential to provide for the retention of existing homes. In the absence of a transit facility, the residential and park designations would be extended north to the edge of the C.N.R. right-of-way. A transit line would remove two semi-detached residential properties on Kalmar Avenue.

SECTION 1
PROPOSALS
N
0
50
100
200
300
400 METRES
EXISTING LAND USES
POSSIBLE TRANSIT CORRIDOR
O·O PROPOSED LAND USES SEE TEXT
SOUTHERN LIMIT OF STC
COMMERCIAL
COMMUNITY FACILITIES
OPEN SPACE
COMMUNITY / INDUSTRIAL BOUNDARIES
H.D.R HIGH DENSITY RESIDENTIAL
MDR MEDIUM DENSITY RESIDENTIAL
H.D.R.
SHOPPERS WORLD DANFORTH
CITY OF TORONTO
VICTORIA PARK AVE.
PHARMACY AVE.
DANFORTH AVE.
SCH.
LOW DENSITY RESIDENTIAL
WAKEFIELD ST.
LUCY AVE.
KENNEDY AVE.
AUGUST AVE.
BYNG AVE.
OAKRIDGE COMM.
1-1 TO OFFICE / COMMERCIAL USES POSSIBLE TRANSIT STATION LOCATION
MASSION ST.
ELMIRO BLVD.
H.D.R.
DANFORTH RD.
LOW DENSITY RESIDENTIAL
LEYTON AVE.
BALFOUR AVE.
WARDEN AVE.
SCOTIA AVE.
1-2 TO HIGHER DENSITY RESIDENTIAL
COVENTRY ST.
C.N.R.
SCOTIA AVE. PARKETTE
1-4 PROPOSED PARK
GERRARD ST. E.
RED OAK STAND
CLONMORE DR.
1-3 TO LOW DENSITY RES.
PARKER AVE.
HOLLIS AVE.
1-5 TO LOW DENSITY RESIDENTIAL
COALPORT DR.
M.D.R.
BIRCHCLIFF COMM.

Section 2 - Eastwood Avenue to Kennedy Road

2.1 The residential properties at the end of Eastwood Avenue, bounded by Danforth Avenue, the C.N.R. and Industrial Uses, are designated both S.T.C. and Industrial Uses. These properties should be redesignated to a Mixed Use category which would permit the continuation or redevelopment of residential properties, as well as redevelopment for commercial, small office or light industrial development. This would provide the maximum flexibility in redeveloping this small triangle.

2.2 The S.T.C. designation should be removed from these large industrial properties, and replaced by an Industrial designation. In the event that a transit facility is not implemented, the Industrial designation would extend to the rear of the properties at the existing boundary of the C.N.R. right-of-way. If a transit facility is implemented, every effort should be made to minimize the impact of the facility on private property and to allow the continuation of industrial operations. The C.N.R. corridor varies in width from 27.4 m (90 ft.) to 33 m (110 ft.) in this area. It is possible to use a portion of the C.N.R. land, including the shifting of a rail siding, and to minimize the land requirements of the transit facility in order to preserve these industries.

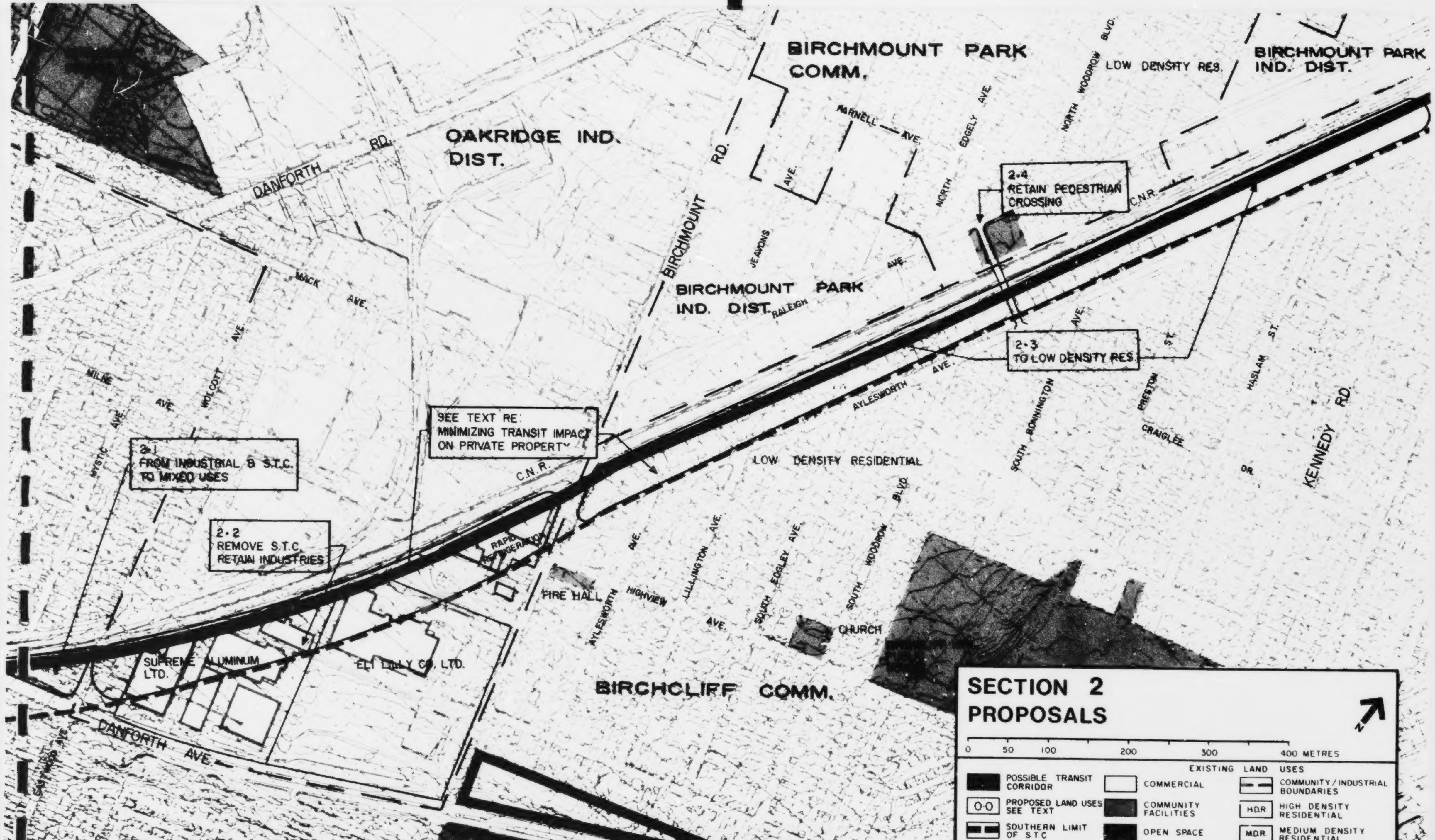
2.3 In order to retain the existing homes on the north side of Aylesworth Avenue, the S.T.C. designation should be removed and replaced by a Low Density Residential designation.

If a transit facility is implemented, every effort should be made to minimize the impact on these homes through screening, sound fencing and minimizing private property requirements. The C.N.R. right-of-way through this area varies from 36.5 m (120 ft.) near Birchmount Road to 33.5 m (110 ft.) at the Woodrow Bridge, to only 30 m (85 ft.) at Kennedy Road. There is some opportunity to use the C.N. right-of-way for a transit facility. If, through the construction of a transit facility, it is impossible to save existing homes on the north side of Aylesworth Avenue, intensive berming, screening and landscaping should be undertaken to protect the properties on the south side of Aylesworth from the visual and noise impact of fronting onto the C.N.R. and transit lines. Any transit facility should be at-grade with the existing elevation of the C.N.R. tracks through this area.

If a decision is made to not proceed with a transit facility, the entire parcels would be designated for Low Density Residential uses.

The 1.3 ha of vacant land between the end of Preston Street and Kennedy Road has been included within this Low Density Residential designation. Subject to the appropriate noise studies, housing could be developed which could provide a solid wall of sound protection from adjacent rail uses, with private outdoor areas located on the southern side. This form of development would also provide additional noise protection to existing properties to the south.

2.4 A pedestrian crossing of the C.N.R. and any future transit facility should be retained in the location of existing Woodrow Bridge.


SECTION 2
PROPOSALS
N
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50
100
200
300
400 METRES
EXISTING LAND USES
POSSIBLE TRANSIT CORRIDOR
0·0 PROPOSED LAND USES SEE TEXT
SOUTHERN LIMIT OF STC
COMMERCIAL
COMMUNITY FACILITIES
OPEN SPACE
COMMUNITY / INDUSTRIAL BOUNDARIES
H.D.R. HIGH DENSITY RESIDENTIAL
M.D.R. MEDIUM DENSITY RESIDENTIAL
BIRCHMOUNT PARK COMM.
LOW DENSITY RES.
BIRCHMOUNT PARK IND. DIST.
OAKRIDGE IND. DIST.
DANFORTH RD.
BIRCHMOUNT RD.
FARNELL AVE.
AVE.
NORTH EDGELY AVE.
NORTH WOODROW BLVD.
JEAVONS AVE.
2·4 RETAIN PEDESTRIAN CROSSING
C.N.R.
BIRCHMOUNT PARK IND. DIST.
RALEIGH
MACK AVE.
WOLCOTT AVE.
MILNE AVE.
MYSTIC AVE.
2·3 TO LOW DENSITY RES.
AYLESWORTH AVE.
SOUTH BONNINGTON AVE.
PRESTON ST.
HASLAM ST.
CRAIGLEE DR.
KENNEDY RD.
SEE TEXT RE: MINIMIZING TRANSIT IMPACT ON PRIVATE PROPERTY
2·1 FROM INDUSTRIAL & S.T.C. TO MIXED USES
C.N.R.
LOW DENSITY RESIDENTIAL
2·2 REMOVE S.T.C. RETAIN INDUSTRIES
RAPID REFRIGERATION
FIRE HALL
AYLESWORTH AVE.
HIGHVIEW AVE.
LILLINGTON AVE.
SOUTH EDGELY AVE.
SOUTH WOODROW BLVD.
CHURCH
SUPREME ALUMINUM LTD.
ELI LILLY CO. LTD.
BIRCHCLIFF COMM.
DANFORTH AVE.
EASTWOOD AVE.

Section 3 - Kennedy Road to Midland and St. Clair

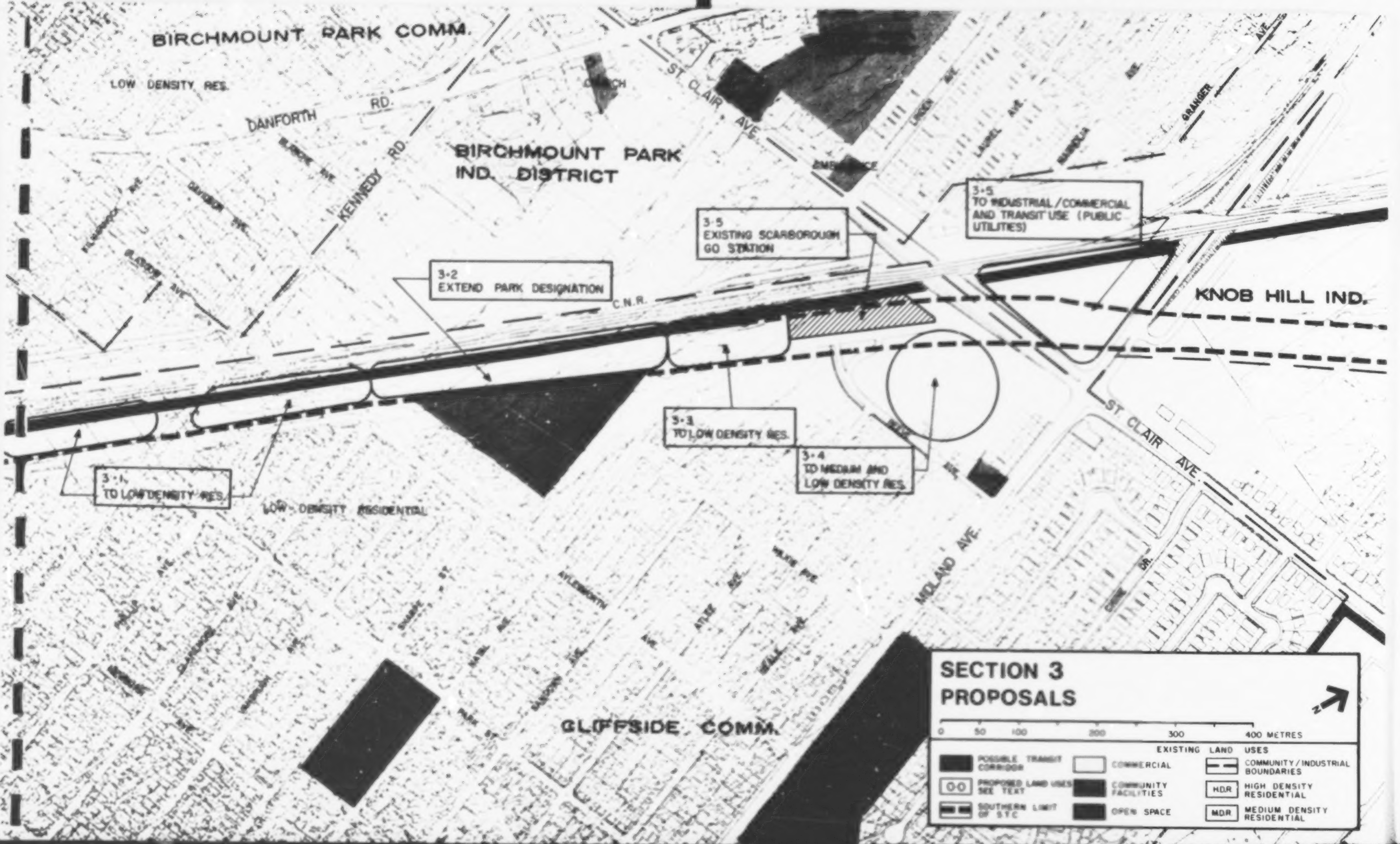
3.1 East of Kennedy Road, the vacant property north of Aylesworth Avenue should be redesignated Low Density Residential, and developed in a manner similar to properties west of Kennedy Road.

3.2 North of the existing Park designation, the S.T.C. lands should be redesignated to provide for an extension of the Park. The enlarged park would be extended north to the edge of the transit line or, if no transit facility is implemented, north to the limit of the C.N.R. right-of-way.

3.3 To the east of the Park, a Low Density Residential designation should be applied to the vacant lands inside the Corridor. This land could be developed in conjunction with existing vacant land to the south. Natal and Sandown Avenues can be extended along existing Scarborough-owned road allowances into the Corridor to provide access to this development.

3.4 Due to its proximity to the Scarborough GO station and St. Clair Avenue, vacant property south of the Corridor between Reeve and St. Clair Avenues could be designated for a combination of Medium and Low Density Residential. This would allow some flexibility in the design and siting of residential buildings adjacent to St. Clair Avenue and the GO Station, and would slightly increase the density adjacent to the transit station.

3.5 Access problems caused by the grades on Midland and St. Clair Avenues make the development of the C.N.R./Midland/St. Clair triangle a difficult undertaking. An industrial/commercial operation which would provide one integrated development on the site, and which would not be a major generator of traffic, could be feasible. Alternatively, a use associated with the transit station, such as a bus terminal with pedestrian access to the GO station, would be possible. The S.T.C. designation should be removed from this property, and replaced by both the Industrial Commercial and Public Utilities designations.



SECTION 3 PROPOSALS

BIRCHMOUNT PARK COMM.
LOW DENSITY RES.
DANFORTH RD.
KENNEDY RD.
CHURCH
ST CLAIR AVE.
BIRCHMOUNT PARK IND. DISTRICT
LINDEN AVE.
LAUREL AVE.
MAGNOLIA AVE.
GRANGER AVE.
3-5 TO INDUSTRIAL/COMMERCIAL AND TRANSIT USE (PUBLIC UTILITIES)
3-5 EXISTING SCARBOROUGH GO STATION
3-2 EXTEND PARK DESIGNATION
C.N.R.
KNOB HILL IND.
3-3 TO LOW DENSITY RES.
3-4 TO MEDIUM AND LOW DENSITY RES.
3-1 TO LOW DENSITY RES.
LOW-DENSITY RESIDENTIAL
MIDLAND AVE.
ATLEE AVE.
AYLESWORTH AVE.
CLIFFSIDE COMM.
0 50 100 200 300 400 METRES
N
EXISTING LAND USES
POSSIBLE TRANSIT CORRIDOR
PROPOSED LAND USES SEE TEXT
SOUTHERN LIMIT OF STC
COMMERCIAL
COMMUNITY FACILITIES
OPEN SPACE
COMMUNITY/INDUSTRIAL BOUNDARIES
HDR HIGH DENSITY RESIDENTIAL
MDR MEDIUM DENSITY RESIDENTIAL

Section 4 - Midland Avenue to West of McCowan Road

As described in Chapter 6.3 of this report, the preferred alignment of a possible transit line in the Knob Hill area would follow the C.N.R. right-of-way, releasing the Scarborough Transportation Corridor and adjacent vacant lands for development.

4.1 East of Midland Avenue, it is recommended that the industrially designated land north and south of the Corridor, as well as the Corridor lands, be redesignated Medium Density Residential. This would allow slightly increased density in proximity to the Scarborough GO Station, and would provide additional flexibility in the siting of buildings adjacent to Midland Avenue and the C.N.R.

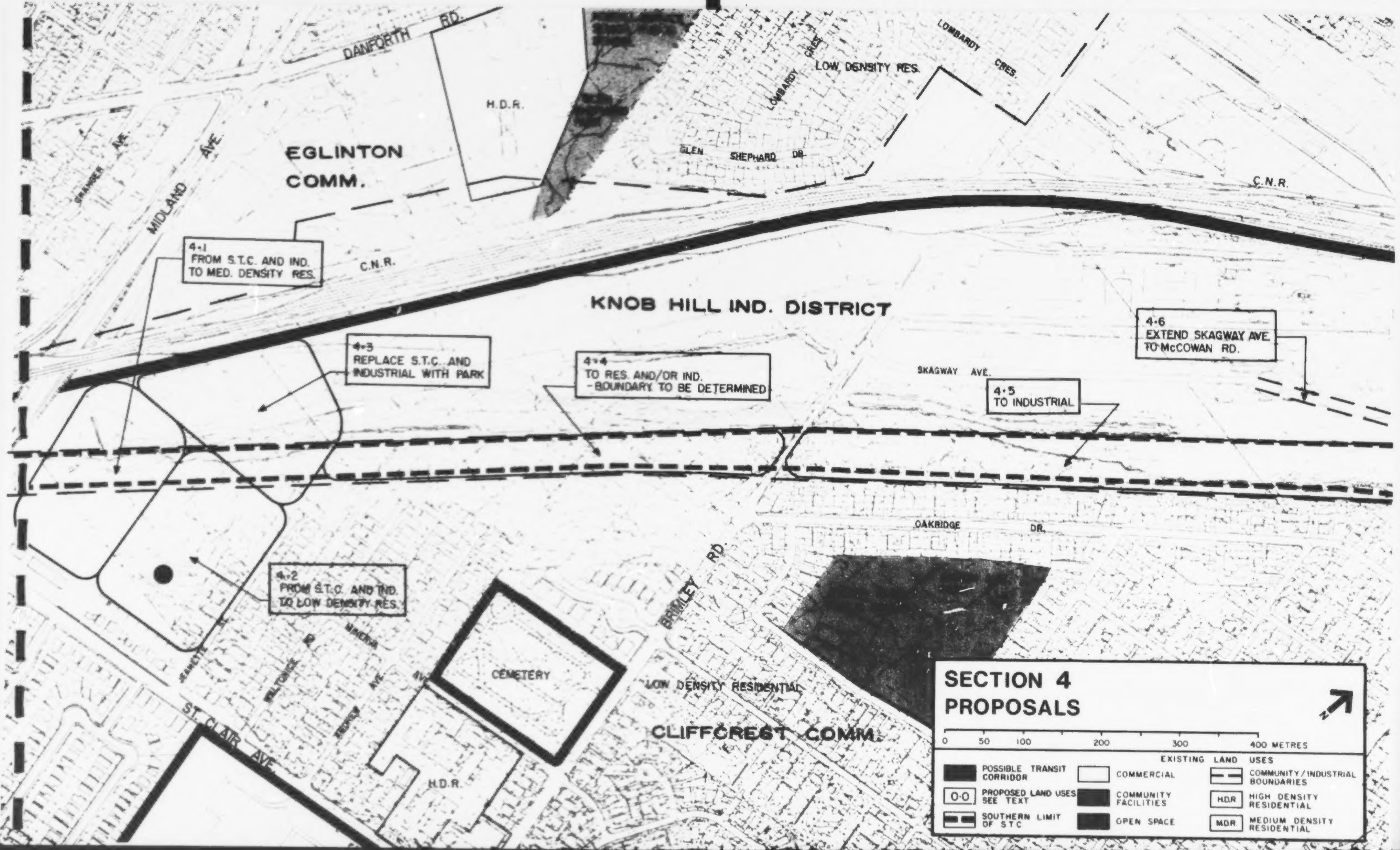
4.2 Land to the east should be redesignated from Industrial and S.T.C. to Low Density Residential. This would provide for the extension of the existing low density residential area to the south and east, into the vacant lands associated with the Corridor. This could be implemented through the extension of Minerva Avenue.

4.3 A proposed Park designation to the north would provide a buffer between future residential development and industrial and rail uses. As well, a park approximately 2 ha in size would help to reduce park deficiencies in the Cliffcrest Community.

4.4 It is proposed that the vacant, Metro-owned land within and to the south of the Corridor would be sold for development. A logical form of development would be the extension of Waltonice Road and Andrew Avenue for Low Density Residential development. The Knob Hill Industrial District is located to the north, and industrial uses could be extended into the Corridor in conjunction with the development of vacant Industrial land. Land within the Corridor could be designated either for residential or for High Performance Industrial Uses, the exact boundary between the two uses to be determined in conjunction with development proposals.

4.5 East of Brimley Road, residential properties in the Cliffcrest Community back onto the Corridor and the Industrial District. As well, the grade change and existing vegetation provide a buffer between these two uses. High Performance Industrial Uses could be extended into the Corridor without causing disruption to the residential area. It is recommended that the S.T.C. designation be changed to allow High Performance Industrial Uses.

4.6 Skagway Court could be extended through from Brimley to McCowan Road to facilitate the development of the remainder of the Knob Hill Industrial District, and to provide an industrial access road from Brimley Road through to McCowan Road.


SECTION 4
PROPOSALS
0
50
100
200
300
400 METRES
EXISTING LAND USES
POSSIBLE TRANSIT CORRIDOR
0·0 PROPOSED LAND USES SEE TEXT
SOUTHERN LIMIT OF STC
COMMERCIAL
COMMUNITY FACILITIES
OPEN SPACE
COMMUNITY / INDUSTRIAL BOUNDARIES
H.D.R HIGH DENSITY RESIDENTIAL
M.D.R MEDIUM DENSITY RESIDENTIAL
N
DANFORTH RD.
H.D.R.
LOMBARDY CRES.
LOW DENSITY RES.
GLEN SHEPHARD DR.
GRANGER AVE.
MIDLAND AVE.
EGLINTON COMM.
C.N.R.
C.N.R.
4·1
FROM S.T.C. AND IND.
TO MED. DENSITY RES.
KNOB HILL IND. DISTRICT
4·3
REPLACE S.T.C. AND
INDUSTRIAL WITH PARK
4·4
TO RES. AND/OR IND.
-BOUNDARY TO BE DETERMINED
SKAGWAY AVE.
4·5
TO INDUSTRIAL
4·6
EXTEND SKAGWAY AVE.
TO McCOWAN RD.
OAKRIDGE DR.
4·2
FROM S.T.C. AND IND.
TO LOW DENSITY RES.
BRIMLEY RD.
JEANETTE ST.
MINERVA AVE.
CEMETERY
LOW DENSITY RESIDENTIAL
CLIFFCREST COMM.
ST. CLAIR AVE.
H.D.R.

Section 5 - McCowan Road to East of Bellamy Road

5.1 For the reasons set out in Land Use Proposal 4.5, the S.T.C. should be redesignated for High Performance Industrial Uses through to McCowan Road.

5.2 The small triangle of Metro-owned land south of the Corridor, on McCowan Road, could be developed as a small cul-de-sac of Low Density Residential homes, a use compatible with surrounding residential properties. Homes could back onto the Industrial designation to the north.

5.3 Up until now, the Corridor has created a barrier between the Cliffcrest Community and the vacant, 14 ha parcel of C.N.R.-owned land to the north. Because this 14 ha parcel was wedged between the C.N.R. and the Scarborough Transportation Corridor, it made sense that the property have an Industrial designation. With the possible transit facility located to the north, however, this designation can be reconsidered. There is very little vegetation or grade change which would separate industrial uses from the residential community. A residential designation would, therefore, be more compatible with residential uses to the south, and would utilize this long-vacant parcel.

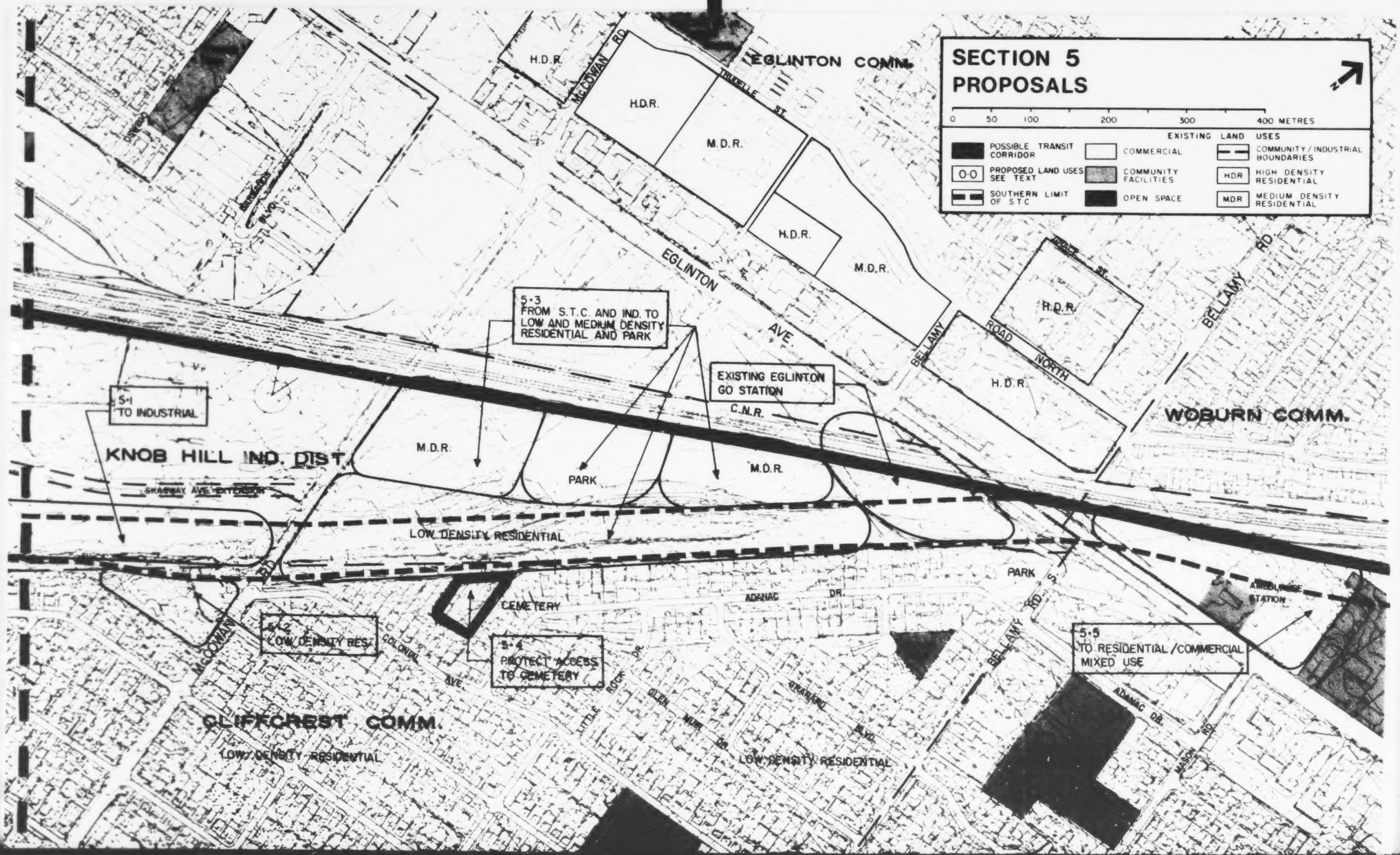
It is recommended that the parcel be redesignated for a variety of residential and park uses as shown on map Section 5. Low Density Residential uses adjacent to the existing residential development in the Cliffcrest Community would provide a compatible extension of this community. Medium Density Residential Uses adjacent to the C.N.R. and the 'Possible Transit Corridor' would provide slightly increased density near the GO Station and would provide increased potential for noise attenuation adjacent to the rail corridors. A small park, approximately 2 ha in size, would serve this area and the adjacent communities.

If a transit facility is not implemented, the Park and Medium Density Residential designation would be extended to the limit of the C.N.R. right-of-way.

5.4 Access to the small cemetery south of the Corridor must be protected during the development of lands to the north.

5.5 East of Bellamy Road and north of Eglinton Avenue, the Metro-owned property is designated Highway Commercial and S.T.C. Due to the visibility of this site, its frontage on Eglinton Avenue and its proximity to the Eglinton GO Station, it would be appropriate for the property to be developed for Higher Density Residential and/or Office Uses. Both the Highway Commercial and the S.T.C. designations should be removed and replaced with a Mixed Use designation, which would permit office, apartment residential and secondary retail commercial uses, as well as community facilties. The Community Facilities designation would allow the continuation of an ambulance station.

Through this area, the C.N.R. right-of-way varies from 27.4 m (90 ft.) at Bellamy Road to 76.2 m (250 ft.) at the eastern end of the Metro property. Where possible, the C.N.R. right-of-way should be used for any future transit facility, and the transit line should be constructed at the elevation of the C.N.R. tracks, in order to minimize its impact on this property.


SECTION 5
PROPOSALS
N
0 50 100 200 300 400 METRES
EXISTING LAND USES
POSSIBLE TRANSIT CORRIDOR
0·0 PROPOSED LAND USES SEE TEXT
SOUTHERN LIMIT OF STC
COMMERCIAL
COMMUNITY FACILITIES
OPEN SPACE
COMMUNITY / INDUSTRIAL BOUNDARIES
H.D.R HIGH DENSITY RESIDENTIAL
MDR MEDIUM DENSITY RESIDENTIAL
EGLINTON COMM.
H.D.R.
McCOWAN RD.
H.D.R.
TRUDELLE ST.
M.D.R.
H.D.R.
M.D.R.
H.D.R.
EGLINTON AVE.
BELLAMY ROAD NORTH
H.D.R.
BELLAMY RD.
WOBURN COMM.
5·3 FROM S.T.C. AND IND. TO LOW AND MEDIUM DENSITY RESIDENTIAL AND PARK
EXISTING EGLINTON GO STATION
C.N.R.
5·1 TO INDUSTRIAL
KNOB HILL IND. DIST.
M.D.R.
PARK
M.D.R.
SKAGWAY AVE. EXTENSION
LOW DENSITY RESIDENTIAL
PARK
AMBULANCE STATION
CEMETERY
ADANAC DR.
5·2 LOW DENSITY RES.
McCOWAN RD.
COLONIAL AVE.
5·4 PROTECT ACCESS TO CEMETERY
BELLAMY RD. S.
5·5 TO RESIDENTIAL / COMMERCIAL MIXED USE
ADANAC DR.
MASON RD.
CLIFFCREST COMM.
LOW DENSITY RESIDENTIAL
LITTLE ROCK DR.
GLEN MUIR DR.
GRAHARD BLVD.
LOW DENSITY RESIDENTIAL

Section 6 - Bellamy Road to Scarborough Golf Club Road

6.1 Now that the potential 'impact of an Expressway' has been removed from the residential properties along Beachell, Centre and Luella Streets, the designation which provided for the redevelopment of these homes for Highway Commercial Uses due to the impact of an expressway, can be removed. It is recommended that the existing Highway Commercial designation covering the homes in the centre of this block be removed and replaced by a Low Density Residential designation. This Low Density Residential designation should extend into the Corridor to replace the S.T.C. designation. Given the width of the C.N.R. right-of-way in this location, the desirability of reducing the impact of a transit facility on private property and the desirability of minimizing further property acquisition, any transit facility should be constructed within the C.N.R. right-of-way at the same elevation as the existing C.N.R. tracks.

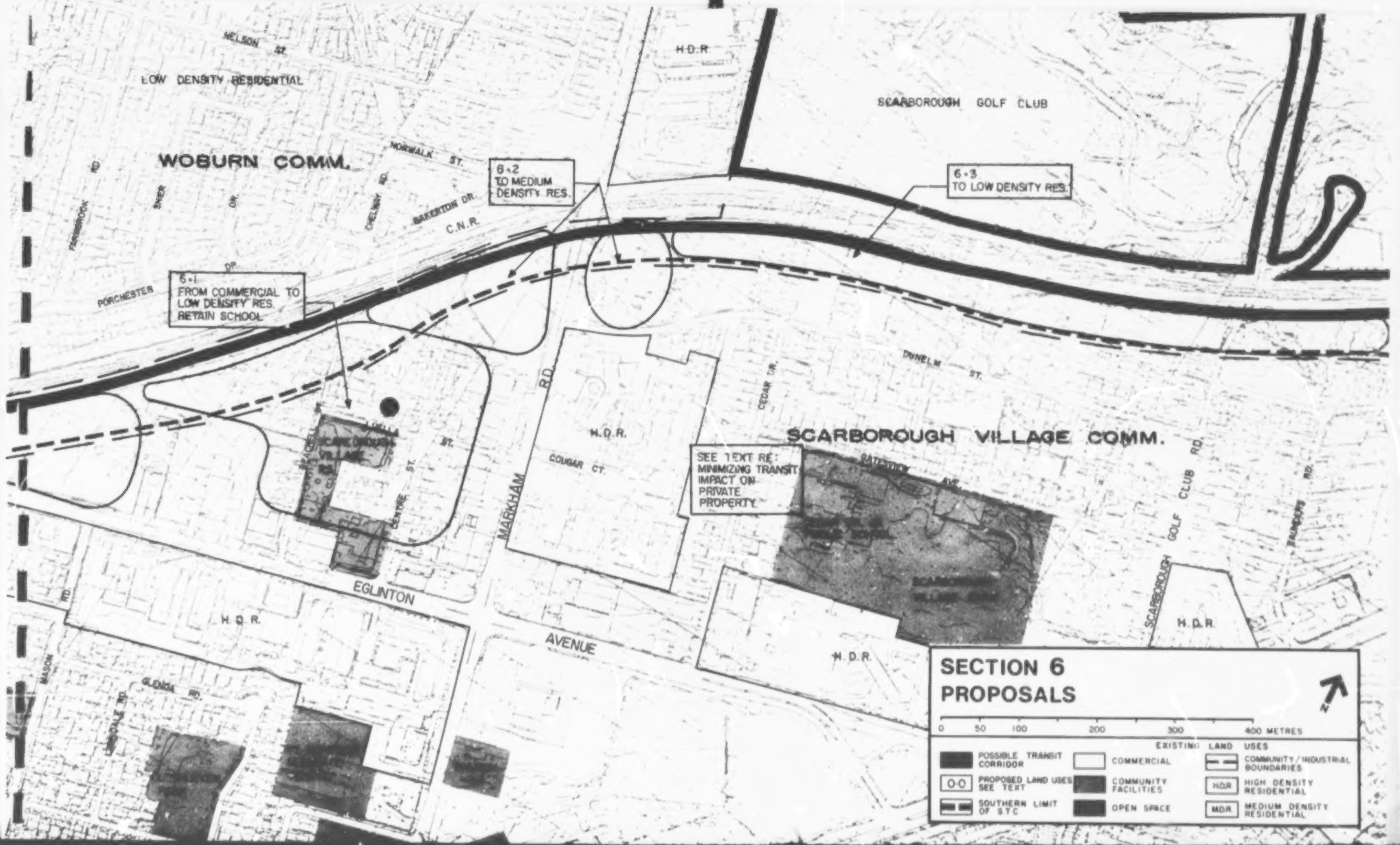
The Scarborough Village Public School should be retained in its current designation.

Properties fronting onto Eglinton Avenue and Markham Road should be retained in their existing Highway Commercial designations to reflect existing uses.

6.2 On either side of Markham Road, two vacant properties are located partially within and partially to the south of the Corridor. On both of these properties, a Medium Density Residential designation would be compatible with the Highway Commercial and High Density Residential Uses to the south, and with their location at the intersection of the Markham Road grade separation with the Rail corridor.

6.3 Further east along Dunelm Street, the Low Density Residential designation on these large residential properties should be extended to the limit of the 'Possible Transit Corridor', or to the rear of the properties if a transit facility is not implemented, replacing the existing S.T.C. designation. It is assumed that the generally large lot character of this area will remain, with infilling taking place on the existing vacant properties. There does not appear to be sufficient depth to these properties to add a second row of houses to the rear of the houses on Dunelm Street. If several properties were assembled, several small cul-de-sacs from Dunelm Street could be developed at some time in the future.

The possible GO ALRT facility should be constructed at grade with the existing C.N.R. tracks to minimize noise and visual impact on these properties.



SECTION 6
PROPOSALS

NELSON ST.
LOW DENSITY RESIDENTIAL
H.D.R.
SCARBOROUGH GOLF CLUB
WOBURN COMM.
NORWALK ST.
6-2
TO MEDIUM DENSITY RES.
6-3
TO LOW DENSITY RES.
FERNBROOK RD.
SNER DR.
CHELSEY RD.
BAKERTON DR.
C.N.R.
PORCHESTER DR.
6-1
FROM COMMERCIAL TO LOW DENSITY RES.
RETAIN SCHOOL
DUNELM ST.
CEDAR DR.
LUELLA ST.
SCARBOROUGH VILLAGE P.S.
CENTRE ST.
MARKHAM RD.
H.D.R.
COUGAR CT.
SEE TEXT RE:
MINIMIZING TRANSIT
IMPACT ON
PRIVATE
PROPERTY
SCARBOROUGH VILLAGE COMM.
GATESVIEW AVE.
SCARBOROUGH GOLF CLUB RD.
SAUNDERS RD.
EGLINTON AVENUE
H.D.R.
H.D.R.
H.D.R.
MASON RD.
GLENDA RD.
LOWDALE RD.
N
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100
200
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400 METRES
EXISTING LAND USES
POSSIBLE TRANSIT CORRIDOR
0-0 PROPOSED LAND USES SEE TEXT
SOUTHERN LIMIT OF STC
COMMERCIAL
COMMUNITY FACILITIES
OPEN SPACE
COMMUNITY / INDUSTRIAL BOUNDARIES
HDR HIGH DENSITY RESIDENTIAL
MDR MEDIUM DENSITY RESIDENTIAL

Section 7 - Scarborough Golf Club Road to Galloway Road

7.1 East of Scarborough Golf Club Road, the S.T.C. designation should be removed from the rear of the residential properties on Dale Avenue. The Low Density Residential designation should be extended to the southern limit of the 'Possible Transit Corridor', and to the C.N.R. right-of-way if a transit facility is not implemented. Due to the depth of these properties, it is not anticipated that a GO ALRT system would have a significant impact, especially if constructed at the elevation of the existing C.N.R. line.

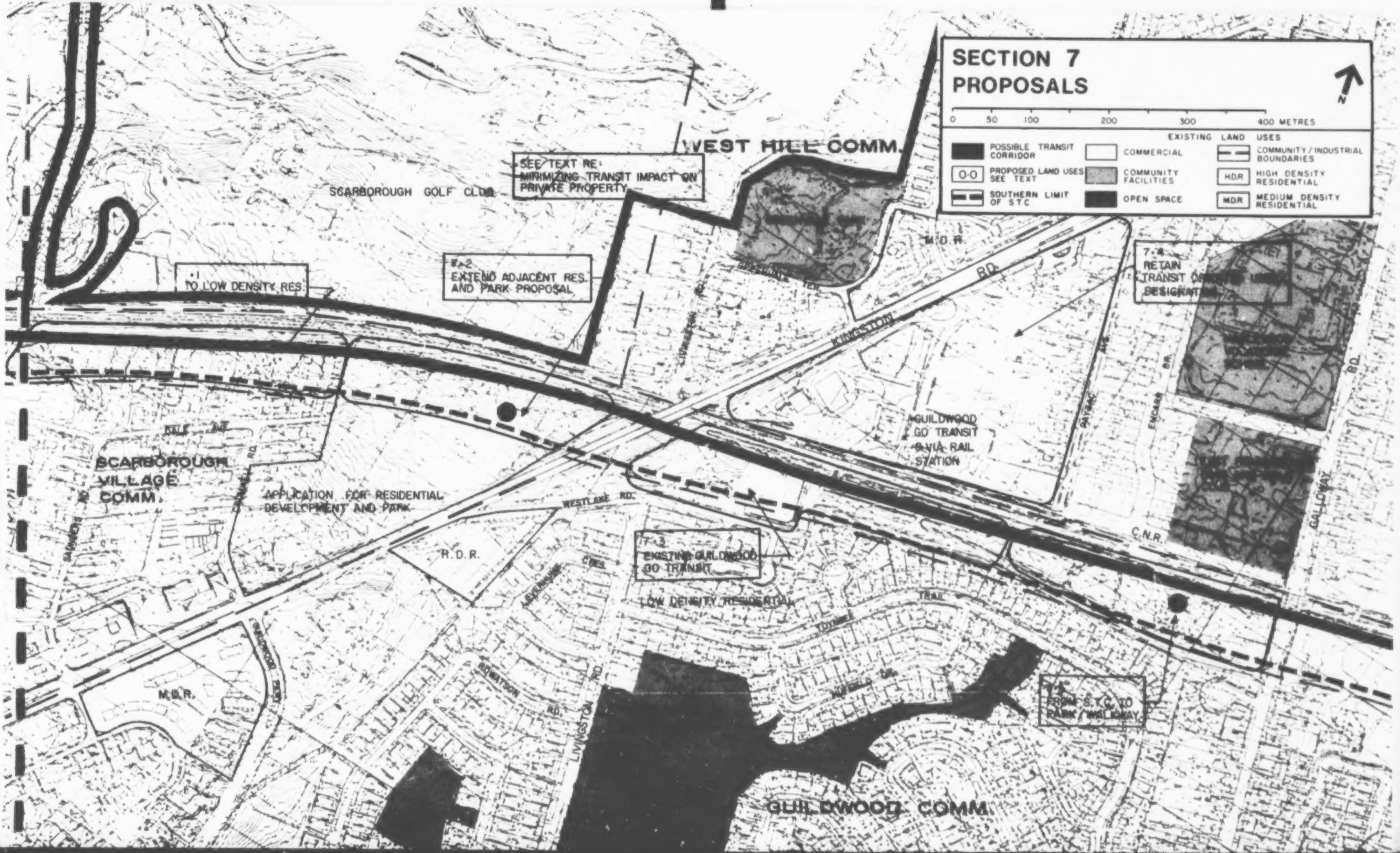
The vacant Silverberg property should be developed in low density residential uses, compatible with the surrounding land uses.

7.2 The vacant parcel at the end of Dale Avenue is currently the subject of a development application to permit a mix of residential densities and a Park designation. In the development of this site, the S.T.C. designation should be removed. Land should be set aside for a 'Possible Transit Corridor'. If not required for transit purposes, this 15 m strip will provide an additional setback between new development and the C.N.R. The remainder of the S.T.C. designation should be considered for development in conjunction with the lands to the south, and should be redesignated for residential and/or park purposes at a density to be determined through the subdivision approval and Official Plan and zoning amendment process.

7.3 With the removal of the S.T.C. designation, the Guildwood GO Station and its associated parking lot is retained.

7.4 The 'Special Transit-Oriented Uses' designation north of the C.N.R., which permits institutional-residential, specialized commercial and transit-oriented uses, should be retained at this time. It is possible that new GO ALRT proposals may recommend the expansion of the GO station in this area. The existing designation permits the continuation of existing uses pending the publication of the GO ALRT proposal, or the submission of other proposals to intensify land uses within this triangle. Now that safe access to schools is available, higher density residential uses could be considered.

7.5 The small, wooded parcel of land inside the Corridor west of Galloway Road is somewhat small for residential development. Its development is constrained by the impact of a possible grade separation at Galloway Road and, of course, the 'Possible Transit Corridor' designation. As well, in this area, Westlake Road is not a public road but a private access road to the GO Station over Metro-owned land. It is not of standard width, and would have to be widened and improved before development could take place. It is recommended that this parcel be retained in public ownership, in its natural treed state, and be designated as a Park. This site could be provided with a few benches and could be the beginning of a walkway extending along former Corridor lands from the Guildwood GO Station to East Point Park.


SECTION 7
PROPOSALS
N
0
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100
200
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400 METRES
EXISTING LAND USES
POSSIBLE TRANSIT CORRIDOR
PROPOSED LAND USES SEE TEXT
0·0
SOUTHERN LIMIT OF S.T.C
COMMERCIAL
COMMUNITY FACILITIES
OPEN SPACE
COMMUNITY / INDUSTRIAL BOUNDARIES
HIGH DENSITY RESIDENTIAL
H.D.R
MEDIUM DENSITY RESIDENTIAL
M.D.R
WEST HILL COMM.
SEE TEXT RE: MINIMIZING TRANSIT IMPACT ON PRIVATE PROPERTY
SCARBOROUGH GOLF CLUB
·1 TO LOW DENSITY RES.
7-2 EXTEND ADJACENT RES. AND PARK PROPOSAL
M.D.R.
7-4 RETAIN TRANSIT ORIENTED LAND DESIGNATION
KINGSTON RD.
LIVINGSTON RD.
GUILDWOOD GO TRANSIT & VIA RAIL STATION
PAYZAC AVE.
ENCARS DR.
GALLOWAY RD.
DALE AVE.
SCARBOROUGH VILLAGE COMM.
APPLICATION FOR RESIDENTIAL DEVELOPMENT AND PARK
WESTLAKE RD.
H.D.R.
CRES.
7-3 EXISTING GUILDWOOD GO TRANSIT
LOW DENSITY RESIDENTIAL
C.N.R.
TRAIL
M.D.R.
ROWATSON RD.
LIVINGSTON RD.
FROM S.T.C. TO PARK / WALKWAY
GUILDWOOD COMM.

Section 8 - Galloway Road to Manse Road

8.1 East of Galloway Road, it is recommended that the Low Density Residential designation of the Guildwood Community be extended into the Corridor. Lausanne Crescent could be extended to create a cul-de-sac to provide for the continuation of single-detached dwellings into the vacant Corridor land.

8.2 A slight realignment of Poplar Road Park is recommended in conjunction with this development. Approximately .7 ha of the western portion of the Park should be redesignated from Park to Low Density Residential to allow the extension of Lausanne Crescent and residential development. In exchange, the park would be extended into the Corridor, gaining back the .7 ha of City-owned parkland.

8.3 If a GO ALRT facility is implemented, further study of the Poplar Road crossing will be required. It is expected that all GO ALRT crossings would be grade-separated with intersecting roads. It is likely that a transit line would be at the same grade as the railway tracks through this area. Proposed grade separations at Galloway Road and Morningside Avenue, rail-over/road under, would preclude a depressed transit line. A grade separation at Poplar Road and the C.N.R. would be both expensive and disruptive to surrounding residential properties. Because adequate access to this area is provided by Galloway Road and Morningside Avenue, Poplar Road could be closed at the C.N.R./GO ALRT rights-of-way. Provisions could be made for a pedestrian crossing. If a GO ALRT line is not implemented, the present signalized crossing would be adequate.

8.4 It is recommended that a Low Density Residential designation replace the S.T.C. designation east and west of Poplar Road. This would protect the 5 existing homes on Portia Street, and provide for the possible extension of Portia Street to allow a small amount of additional residential development.

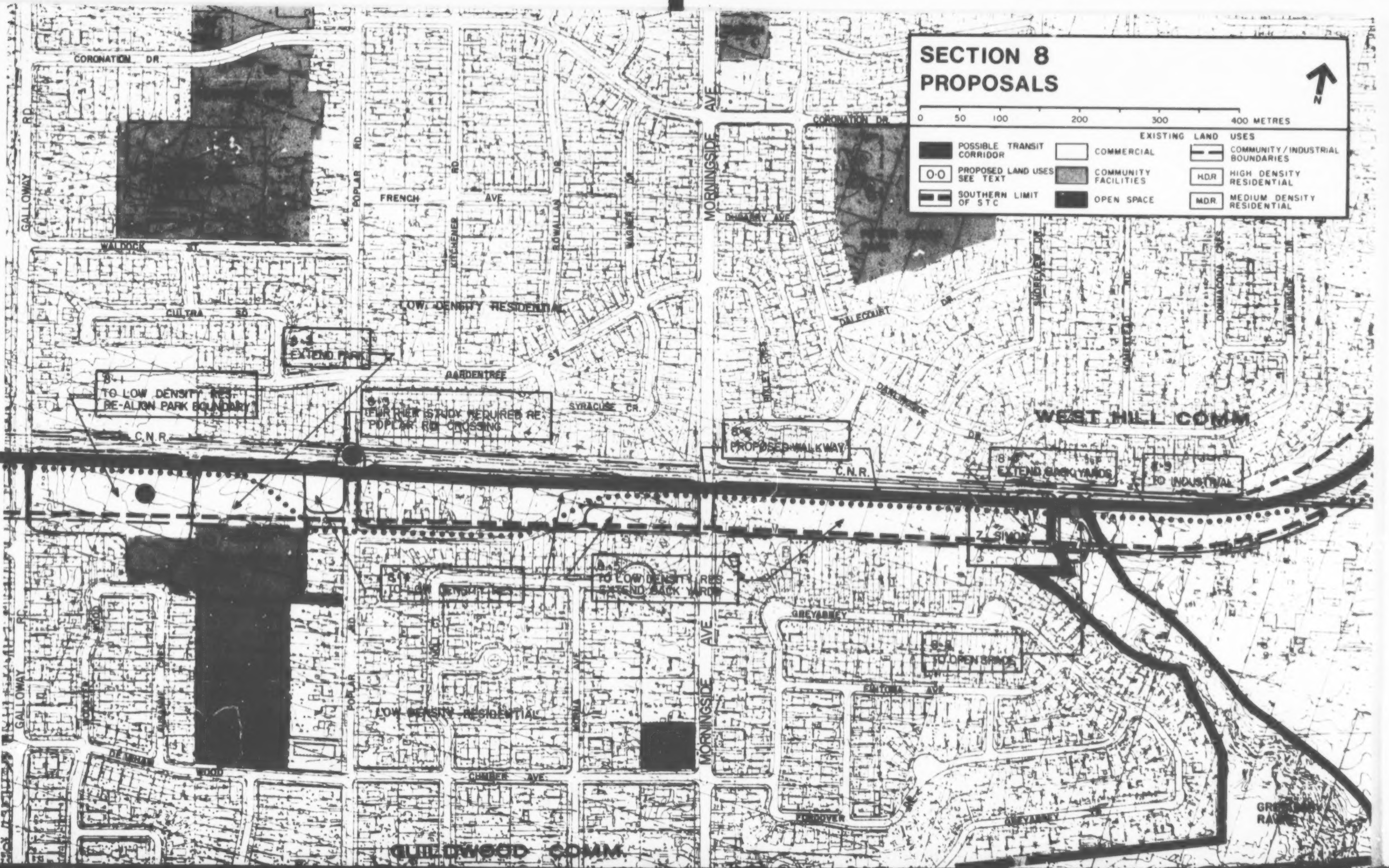
8.5 A Low Density Residential designation would allow the extension of backyards at the eastern end of Tivoli Crescent and along Greyabbey Trail. If a transit line is implemented, there would be little room for additional residential development between existing properties and the transit line. If there is no transit line, the 60 m of Corridor land could permit a small local road with lots on only one side. Any development would be subject to appropriate noise studies. Even without a transit line, a viable option could be the extension of backyards, through resident purchases from Metro, and the extension of a linear park/walkway along the rear of these deep properties.

8.6 A general alignment for a proposed walkway, providing access from the Guildwood GO Station to East Point Park, has been shown. This walkway could be along public streets in some areas, and adjacent to the 'Possible Transit Corridor' in other locations. If a transit facility was not to proceed, the walkway would be wider, with a further buffer to the rail right-of-way. It is suggested that Metro retain such a walkway for inclusion in the Metro Walkway/Bikeway system.

8.7 The only access to the .8 ha Simon property is a 320 m easement over Metro-owned land to Morningside Avenue. The expense of constructing a road from Morningside Avenue to acceptable City standards could not be justified to develop .8 ha of property unless the entire Metro-owned parcel was developed. (See Proposal 8.5.) Alternatively, a residential property on Greyabbey Trail could be acquired and demolished to provide access. Again, the expense may be prohibitive. Due to the access constraints, it is suggested that the northern portion of the Simon property be retained for a 'Possible Transit Corridor' and Walkway and that the remaining portion could be sold to abutting residents to extend existing backyards.

8.8 The S.T.C. designation at the end of Greyabbey Ravine should be replaced with an Open Space designation in conjunction with the ravine.

8.9 The S.T.C. designation on the Rohm & Haas property should be replaced by an Industrial designation, with provision for a 'Possible Transit Corridor' and a proposed Walkway in the northwest corner of the property. The route of a walkway should be laid out in such a way that it will not interfere with the industrial operation.



SECTION 8
PROPOSALS

N
0 50 100 200 300 400 METRES
EXISTING LAND USES
POSSIBLE TRANSIT CORRIDOR
PROPOSED LAND USES SEE TEXT
0·0
SOUTHERN LIMIT OF STC
COMMERCIAL
COMMUNITY FACILITIES
OPEN SPACE
COMMUNITY / INDUSTRIAL BOUNDARIES
H.D.R
HIGH DENSITY RESIDENTIAL
M.D.R.
MEDIUM DENSITY RESIDENTIAL
CORONATION DR.
GALLOWAY RD.
POPLAR RD.
FRENCH AVE.
KITCHENER RD.
WALDOCK ST.
CULTRA SQ.
LOW DENSITY RESIDENTIAL
GARDENTREE ST.
SYRACUSE CR.
MORNINGSIDE AVE
CORONATION DR.
DALECOURT DR.
BIXLEY CRES.
DARLINGSIDE DR.
WEST HILL COMM.
C.N.R.
C.N.R.
8-1
TO LOW DENSITY RES.
RE-ALIGN PARK BOUNDARY
EXTEND PARK
FURTHER STUDY REQUIRED RE: POPLAR RD. CROSSING
TO LOW DENSITY RES.
TO LOW DENSITY RES. - EXTEND BACK YARDS
PROPOSED WALKWAY
EXTEND BACK YARDS
TO INDUSTRIAL
Z. SIMON
GREYABBEY TR.
TO OPEN SPACE
FONTANA AVE
GALLOWAY RD.
POPLAR RD.
LOW DENSITY RESIDENTIAL
CHAMBER AVE
MORNINGSIDE AVE
GREYABBEY
GREY ABBEY RAVINE
GUILDWOOD COMM.

Section 9 - The C.N.R. to Neilson Creek

Near the intersection of the C.N.R. Mainline and Manse Road, the Scarborough Transportation Corridor swings north. Away from the C.N.R., the retention of a 'Possible Transit Corridor' poses different challenges as it passes through vacant lands with existing development on both sides. Abutting the C.N.R., the preferred location of a transit facility is clear. In an area with no existing rail line, additional considerations are necessary in determining the siting of a transit facility and desirable setbacks from existing development.

In addition to the retention of land for a 'Possible Transit Corridor', Local Study #3 (Chapter 5) has identified the option of holding land for a possible local access road from Kingston Road to Copperfield Road, in conjunction with the retention of a Transit Corridor.

9.1 In order to provide the option for a 'Possible Transit Corridor', as well as for a local industrial access road, and to ensure an additional setback between transportation facilities and existing residential development, it is proposed that a 55 m wide Corridor be retained in this area. Any transit facility should be depressed below grade to minimize noise and visual impact on adjacent residential development.

If it is determined that the Corridor is not required for transportation purposes, the land should be redesignated for Low and Medium Density Residential uses as shown on Map Section 9.

Immediately south of Coronation Drive, a substantial landscaped buffer should be retained in public ownership to provide a separation between existing industrial development to the east and any new residential development to the west.

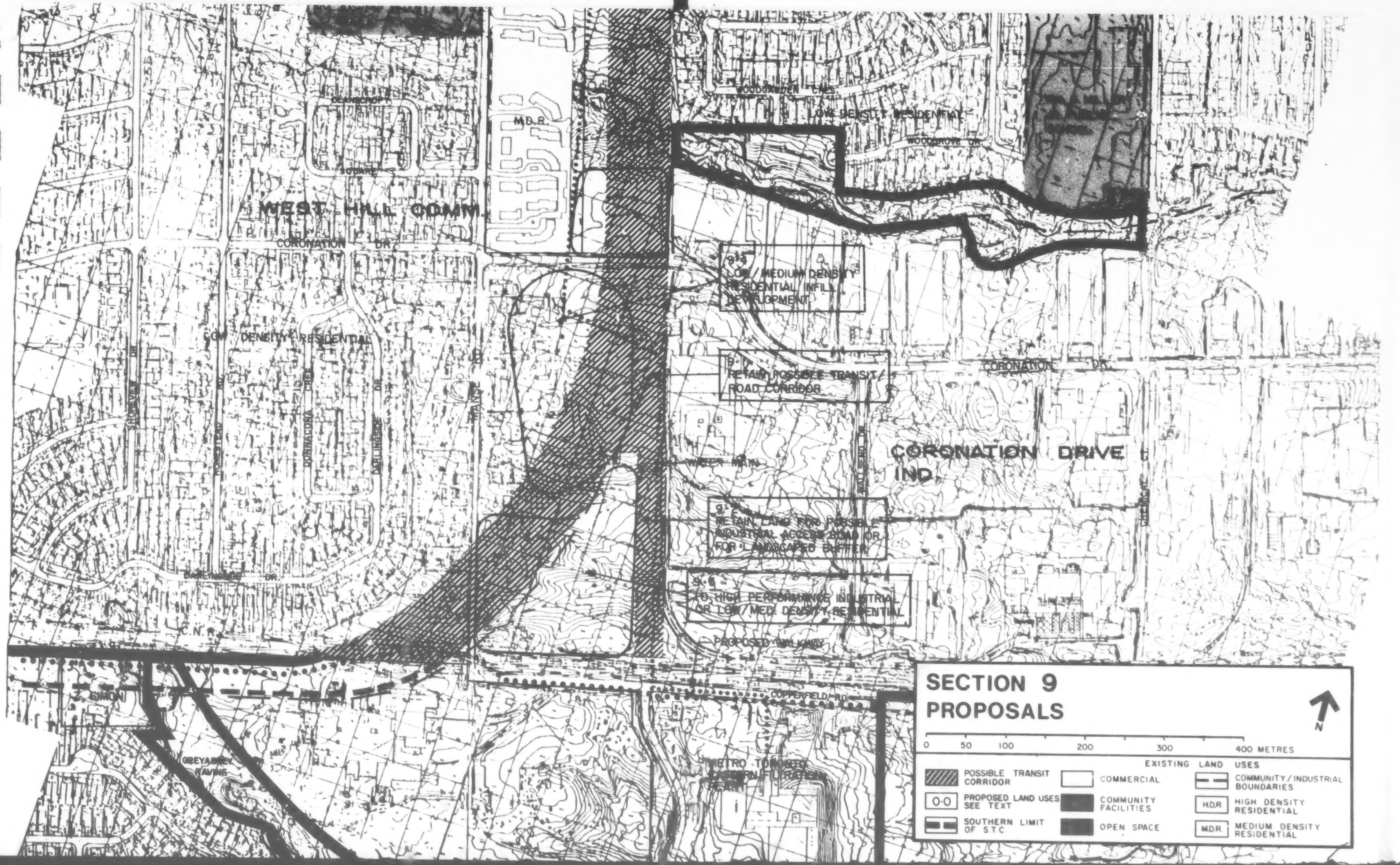
9.2 A transit line crossing the C.N.R. Mainline and Manse Road would cause considerable disruption to the existing access to Rohm & Haas, the East Metro Filtration Plant and to the vacant property at the foot of Manse Road. To ensure access to these operations, land should be retained for a local industrial access road between Coronation Drive and Copperfield Road. This would require reserving land outside of the existing Scarborough Transportation Corridor. If not required for transportation purposes, this land should be retained in public ownership to provide a substantial landscaped buffer between industrial uses to the east and existing and proposed residential uses to the west.

9.3 Both the West Hill and Coronation Drive Secondary Plans state that facilities within the Scarborough Transportation Corridor would provide the dividing line between residential development to the west and industrial development to the east. If a transit line is constructed within the Corridor, the vacant 'Pinetree' parcel at the end of Manse Road would be physically separated from residential development along Manse Road, and would obtain its access from the new industrial access road. In that case, the property should be designated for High Performance Industrial Uses, with a portion along the eastern boundary set aside for a local access road.

If a transit facility is not implemented, an industrial use would most likely obtain its access from Manse Road. This access, as well as the expansion of the Industrial District into the Residential area, would create an incompatible situation with adjacent residential uses. It is suggested, therefore, that if a transit facility is not implemented, the vacant 'Pinetree' property be designated for Low and Medium Density Residential development. The land retained for a possible industrial access road would then provide a landscaped buffer between residential and industrial uses.

Due to the continued uncertainty surrounding the ultimate designation of this site, it is suggested that the entire parcel could be acquired by Metro at this time, with portions of the property sold once the matter of the transportation facilities has been resolved.

9.4 West of the Corridor, north and south of Coronation Drive, the vacant land is proposed for a combination of Low and Medium Density Residential development. This would be an extension of existing uses to the west. If a transportation facility is not implemented, residential designations would be extended to the Corridor lands.



SECTION 9 PROPOSALS

WEST HILL COMM.
M.D.R.
CORONATION DR.
LOW DENSITY RESIDENTIAL
DARLINGSIDE DR.
C.N.R.
WOODGARDEN CRES.
LOW DENSITY RESIDENTIAL
WOODGROVE DR.
LOW / MEDIUM DENSITY RESIDENTIAL INFILL DEVELOPMENT
RETAIN POSSIBLE TRANSIT / ROAD CORRIDOR
CORONATION DR.
WATER MAIN
CORONATION DRIVE IND.
RETAIN LAND FOR POSSIBLE INDUSTRIAL ACCESS ROAD OR FOR LANDSCAPED BUFFER
9·6
TO HIGH PERFORMANCE INDUSTRIAL OR LOW / MED. DENSITY RESIDENTIAL
PROPOSED WALKWAY
COPPERFIELD RD.
METRO TORONTO EASTERN FILTRATION PLANT
GREYABBEY RAVINE
N
0
50
100
200
300
400 METRES
EXISTING LAND USES
POSSIBLE TRANSIT CORRIDOR
0·0
PROPOSED LAND USES SEE TEXT
SOUTHERN LIMIT OF S.T.C.
COMMERCIAL
COMMUNITY FACILITIES
OPEN SPACE
COMMUNITY / INDUSTRIAL BOUNDARIES
H.D.R.
HIGH DENSITY RESIDENTIAL
M.D.R.
MEDIUM DENSITY RESIDENTIAL

Section 10 - Neilson Creek to Kingston Road

10.1 In order to provide for a 'Possible Transit Corridor' and to ensure adequate setbacks to existing and proposed residential development, a 55 m wide Corridor should also be retained from Neilson Creek, north to Kingston Road. Between Neilson Creek and Lawrence Avenue, this width of Corridor would also provide the option of extending the local industrial access road from Coronation Drive, through to Lawrence Avenue.

If it is determined that a Corridor is not required for transportation purposes, the land should be redesignated to permit Low and Medium Density Residential development south of Lawrence Avenue, and Low Density Residential development north of Lawrence Avenue.

10.2 West of the Corridor, south of Lawrence Avenue, surplus land in both Metro and private ownerships could be developed by the extension of Hainford Street. There would be room for limited Medium Density Residential development between the limit of existing development and any future local road and/or transit facilities. If transportation facilities are not implemented, Medium and Low Density Residential development could be extended into the Corridor. This could take the form of a local street running north to Lawrence Avenue, with a single row of houses on either side.

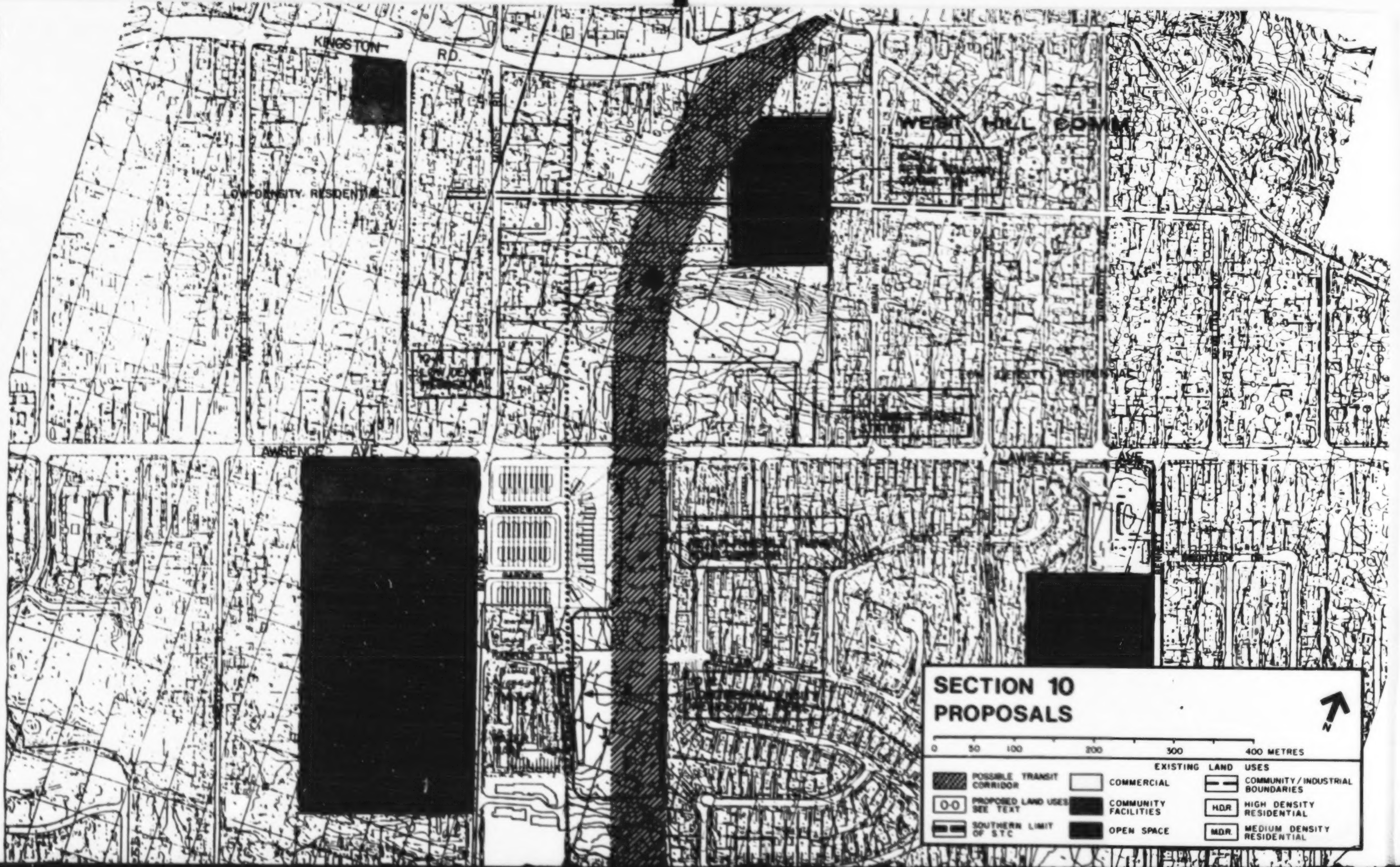
There does not appear to be a need to remove a home on Wildlark Drive in order to extend Wildlark through to Hainford Street. A pedestrian walkway in a suitable location should be explored, but it is suggested that the Official Plan policy for a through street be removed.

10.3 If a GO ALRT line is constructed in this Corridor, the segment between Lawrence Avenue and Kingston Road would be a likely location for a transit station. Such a location would replace the existing Rouge Hills Station. It would be the first station past the Whites Road Station in Pickering, and would have good access from both Kingston Road/Highway 2A and from Lawrence Avenue. Preliminary work by the GO ALRT Study Team has identified this area as a possible station site. An exact location and spatial requirements have not been determined. Should this become the site of a transit station, two planning considerations should be taken into account in order to protect the adjacent residential neighbourhoods:

- The possibility of a through road, connecting Kingston Road and Lawrence Avenue, and passing adjacent to the GO Station, should be examined. This would prevent GO Station traffic from filtering onto Megan Avenue and Manse Road, and would provide convenient access from both Lawrence Avenue and Kingston Road; and
- The residential frontages of Megan Avenue and Manse Road should be retained in their existing uses. Any facilities constructed in conjunction with a GO Station should be to the rear of these residential properties. The properties should be adequately fenced and landscaped to minimize disruption.

10.4 The remainder of the block, not required for a 'Possible Transit Corridor', should be retained in its existing Low Density Residential designation. This designation should be extended into the Corridor lands, should a transit facility not proceed.

10.5 The Official Plan policy calling for the protection of a walkway from west of Manse Road to east of Megan Avenue, as well as a grade separated pedestrian crossing in the event that a transportation facility is constructed in the Corridor, should be retained.



KINGSTON
RD.
WEST HILL COMM
LOW DENSITY RESIDENTIAL
LAWRENCE AVE.
LAWRENCE AVE.
0 50 100 200 300 400 METRES
N
EXISTING LAND USES
POSSIBLE TRANSIT CORRIDOR
PROPOSED LAND USES SEE TEXT
0-0
SOUTHERN LIMIT OF STC
COMMERCIAL
COMMUNITY FACILITIES
OPEN SPACE
COMMUNITY / INDUSTRIAL BOUNDARIES
H.D.R.
HIGH DENSITY RESIDENTIAL
M.D.R.
MEDIUM DENSITY RESIDENTIAL

SECTION 10
PROPOSALS

Chapter Seven:

AN ECONOMIC ANALYSIS OF CORRIDOR OPTIONS

The economic consulting firm of C.N. Watson and Associates Ltd., was retained to provide an analysis of the costs of retaining the Scarborough Transportation Corridor for a possible future transportation use. As outlined in Chapter 3, if it is concluded that the Corridor is not required for transportation facilities, it might be concluded that the land should still be retained in public ownership and reserved from development as a means of keeping possible transportation options open. The consultant was asked to explore the public and private sector costs of this option, through the examination of two inter-related issues:

- The public sector costs associated with holding land and prohibiting development for a long period of time for an unspecified transportation facility, versus proceeding with the development of the land; and

- The impact on private landowners, in and abutting the Corridor, of retaining a 'Corridor' designation.

The study area for this analysis included the Corridor as mapped in this report, plus abutting Metro-owned lands and lands which Metro has identified as needing to acquire due to potential access problems. In addition, the study area included the entire extent of 4 properties in the Oakridge Industrial District: Supreme Aluminium Ltd., Eli Lilly Co. Ltd., Rapid Refrigeration Ltd., and Dorset Motors, which fall partially within the Corridor. Metro properties north of the Corridor which have been designated for resale have not been included.

The economic study evaluated three land ownership options. It is recognized that there are several additional possibilities for land ownership and use within the Corridor, however the following scenarios were designed to illustrate basic alternatives.

Option A: Status Quo

- Under this option, ownership pattern as of April 30, 1984, would remain unchanged over the long term, with Metro making no further purchases.

Option B: Purchase of the Balance of the Corridor

- Under this option, Metro would purchase the balance of the land in the Corridor, with the exception of lands presently owned by C.N.R. or by the City of Scarborough. No development would take place. Buildings would not be demolished, but would be made available for rental.

Option C: Retain Transit Option - Develop Remaining Lands

- This option provides for the purchase and/or retention of a 15 m wide Corridor for possible transit uses, and the sale and development of the remaining lands associated with the Scarborough Transportation Corridor. The land would be developed in a variety of uses, consistent with the proposal contained in Chapter 6.

Using these options, the economic evaluation focused on the questions of property tax impact and land ownership costs.

A fourth option, the sale of all land associated with the Corridor, has not been explored in detail. This option would preclude the retention of land for a separate GO ALRT right-of-way outside of the C.N.R. Due to time and budget constraints and different focus of the study at the time of the consultants involvement, detailed calculations were not undertaken to determine the net annual tax benefit under this option. Clearly the tax benefits would increase. The net annual cost of ownership of lands for a Corridor would be reduced to zero, although there would still be some costs associated with holding land for public purposes such as parks and walkways.

7.1 Public Sector Costs

7.1.1 Property Tax Impact

Table 7.1 provides calculations of the net annual tax benefit from the Corridor lands assuming the three land ownership options.[1] 'New Assessment to be Created' was based on proposed new development in Option C and through substitution of likely uses in Option B. The majority of this assessment was in the Oakridge Industrial Area, where it was assumed that Metro would purchase the entire industrial properties, the existing industries would leave resulting in a loss of assessment, and Metro would attempt to rent the buildings, resulting in some new assessment. 'Assessment to be Lost' was based on the transfer of property to a public use such as a park. 'Annual Property Taxes' were calculated by multiplying the mill rate with the assessed value of the holdings.

'Other Revenues' represent 10% to 15% of tax revenues and allow for unconditional grants and miscellaneous revenues which are assessment related. 'Net Public Works Costs' allow for the annualized value of hard servicing costs and

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1. The School Board mill rate was not included in the Tables. School tax revenues would be slightly more than the combined total of Scarborough and Metro taxes, but due to the provisions of the educational grant system, school board grants are adjusted in line with revenues. If tax revenues increase without a corresponding increase in cost, Provincial grants are reduced. Since Board expenditures are above the Provincial grant ceiling there would be some direct benefit from additional tax revenues, but education costs were not analyzed in detail, so specific figures are not available.

TABLE 7.1

NET ANNUAL TAX BENEFIT FROM CORRIDOR LANDS

Options		Taxable Assessment on Corridor Lands[3] +	New Assessment to be Created -	Assessment to be Lost[1] =	Total Assessed Value of Holdings x		Res. Mill Rate[2] =	Annual Property Taxes	Other + Revenues -	Net. Public Works Costs[4] -	Share of Annual Operating Costs =	Net Annual Tax Benefit
A. Status quo: no change from present holdings		3,072,000	0	0	3,072,000	SC	56.53	173,600	26,100	0	34,700	165,000
						ME	58.05	178,400	17,800	0	26,800	169,400
B. Purchase balance of Corridor.		3,072,000	502,000	2,166,000	1,408,000	SC	56.53	79,500	11,900	0	16,000	75,400
						ME	58.05	81,800	8,200	0	12,300	77,700
C. Retain Transit Option - Develop remaining lands	H	3,072,000	11,263,000	313,000	14,022,000	SC	56.53 H	792,800	119,000	145,900	158,600	607,300
						ME	58.05 H	814,000	81,400	0	122,200	773,200
	L	3,072,000	8,729,000	1,007,000	10,794,000	SC	56.53 L	610,200	91,500	158,600	122,100	421,000
						ME	58.05 L	626,700	62,700	0	94,100	595,300

NOTE: All values are as of December 31, 1983.

[1] By demolitions or transfer to public use.

[2] City of Scarborough (SC) and Metropolitan Toronto (ME) mill rates for 1983 shown separately. School Board financial situation relatively unaffected.

[3] Non-residential assessment converted to equivalent residential assessment.

[4] Including Park Development Costs (Annualized).

Higher Revenue	1(a)	- Retain industries in Oakridge in current ownership.
	1(a)	- Midland/St. Clair for industrial/commercial.
	3(b)	- Transit adjacent to C.N.R. through Knob Hill Industrial.
	4(b)	- Transit only east of Manse Road.
Lower Revenue	1(b)	- Metro purchase 3 industries in Oakridge.
	1(b)	- Midland/St. Clair for transit related use.
	3(a)	- Transit in S.T.C. through Knob Hill Industrial.
	4(a)	- Transit plus local road east of Manse Road.

parks development associated with the Options. 'Share of Annual Operating Costs' allow for the fact that a portion of the tax increases resulting from development will be required as a contribution to annual revenue fund expenditures.

In four instances in the implementation of Option C, the costs of two different land use alternatives for the same property were compared. 'Higher Revenue' and 'Lower Revenue' reflect differences in general tax revenue from the comparison of land use alternatives. These alternatives are summarized to the right.

Table 7.1 shows that Scarborough and Metro are presently incurring a net annual tax benefit of approximately $335,000 from the Corridor lands, divided almost evenly between the two municipalities. If the balance of the Corridor was purchased (Option B) this benefit would fall to $150,000 per year, as properties owned by Metro are exempt from property taxes unless the lands are leased for residential, commercial, recreational or other uses. Further, the purchase of industrial properties and the subsequent departure of the existing industries would reduce tax revenues. It has been assumed that only partial rental of the buildings would be possible on short-term leases.

By adopting Option C, the current tax benefit could increase from the Status Quo situation by from $256,000 to $442,000 per year for Scarborough and by from $426,000 to $604,000 per year for Metro, depending on the land use alternatives chosen. Metro revenue would be somewhat higher than Scarborough revenue due to the slightly higher Metro mill rate, the lack of expenditures required for Metro public works

	Higher Annual Tax Revenue would result from:			Lower Revenue would result from:
1(a)	Retention of the 3 existing industries in the Oakridge Industrial District in private ownership.	Scarborough + $38,000 Metro + $39,000	1(b)	Metro purchase of 3 industries. Demolition of part of the industrial buildings for a transit right-of-way and sale of the remaining portion of the sites.
2(a)	Development of the triangle of land bounded by Midland and St. Clair Avenues and the C.N.R. for industrial commercial uses.	Scarborough + $22,000 Metro + $23,000	2(b)	Use of this site for a GO Station or other related use.
3(b)	The development of a GO ALRT line to the north, adjacent to the C.N.R. line, leaving the S.T.C. to industrial and residential uses only in the Knob Hill Industrial District.	Scarborough + $58,000 Metro + $67,000	3(a)	The development of a GO ALRT line in the S.T.C. in the Knob Hill Industrial District; the Corridor being used for transit and industrial uses.
4(b)	Provision for transit only: Option of a local road not retained in the Corridor east of Manse Road.	Scarborough + $68,000 Metro + $50,000	4(a)	Provision to retain the option of constructing a local road in addition to transit in the S.T.C. east of Manse Road.

and differing assumptions on costs based on services required.

While the net tax benefits have not been calculated, it is clear that a fourth option, the sale and development of all Corridor lands without the retention of a possible transit option, would result in even higher tax benefits to both Scarborough and Metro.

7.1.2 Land Ownership Costs

Table 7.2 shows the net annual cost of holding Metro-owned lands in the Corridor assuming the three land ownership options.

'Surplus Land Sales' indicates the realizable value of land which could be sold under Option C. Under Option A there would be no change in land ownership. Option B entails continued purchasing. 'Annual carrying costs' are calculated by multiplying the net realizable value of the holdings by a 5.5% 'carrying cost factor' : Metro's long-term annual cost of capital less the expected annual land value appreciation. This produces a cost equal to the cost of investing in the land, less the return on investment earned by the possible appreciation of the land.

The 'Net Annual Interim Use Revenues' represent estimates of annual Metro revenue from house and other rentals, after maintenance and taxes are deducted.[2] The 'Lower Cost' and 'Higher Cost' alternatives illustrated at right are consistent with alternatives described in the discussion of property tax impact.

Table 7.2 shows the net annual cost differences to Metro, as landowner, for each of the three

	Higher Cost would result from:		Lower Cost would result from:
1(b)	Metro purchase of the 3 properties. Demolition of part of the industrial buildings for a transit right-of-way and sale of the remaining portion of the sites. Metro cost + $770,000	1(a)	Retention of the 3 existing industries in the Oakridge Industrial Area in private ownership. Any transit alternative would not be placed on these properties.
2(b)	Use of the site at Midland/St. Clair for a GO Station or other related use. Same cost for both options.	2(a)	Development of the triangle of land bounded by Midland and St. Clair Avenues and the C.N.R. for industrial commercial uses.
3(a)	The development of a GO ALRT line in the S.T.C. in the Knob Hill Industrial District; the Corridor being used for transit and industrial uses. Metro cost + 104,000.	3(b)	The development of a GO ALRT line to the north, adjacent to the C.N.R. line, leaving the S.T.C. to industrial and residential uses only in the Knob Hill Industrial District.
4(a)	Provision to retain the option of constructing a local road, in addition to transit, in the S.T.C. east of Manse Road. Metro cost + $77,000	4(b)	Provision for transit only. Option of a local road not retained in the Corridor east of Manse Road.

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[2] Metro received a grant from the Ministry of Transportation and Communications (M.T.C.) of 50% of the costs of purchasing their existing holdings. They may receive a further 50% grant of the cost to purchase the balance of the Corridor lands. These grants have not been reflected in the net realizable value of the holdings or the net cost of ownership of any of the options. There may be a one-time payment to M.T.C. which would reduce the impact on Metro by approximately 50%. However, since both bodies receive their funding from taxpayers, this is not significant to the analysis.

TABLE 7.2

NET ANNUAL COST OF HOLDING METRO CORRIDOR LANDS

Options		Realizable Value of Existing Metro Holdings	Additional + Land Purchases[2] -	Surplus Land = Sales	Total Net Realizable Value of x Holdings	Carrying Cost = Factor[1]	Annual Carrying - Cost	Net Annual Interim Use = Revenues	Net Cost of Ownership
A. Status quo: no change from present holdings.		27,200,000	0	0	27,200,000	.055	1,497,000	47,000	1,450,000
B. Purchase balance of Corridor.		27,200,000	43,600,000	0	70,800,000	.055	3,896,000	339,000	3,557,000
C. Retain Transit Option	L	27,200,000	6,000,000	20,400,000	12,800,000	.055	706,000	0	706,000
- Develop land remaining	H	27,200,000	27,400,000	24,500,000	30,100,000	.055	1,657,000	0	1,657,000

NOTE: All values are as of December 31, 1983.

[1] Long term cost of capital less expected annual land value appreciation.

[2] Including facility relocations necessitated.

Lower Cost
1(a) - Retain existing industries in Oakridge in current ownership.
3(b) - Transit adjacent to C.N.R. through Knob Hill Industrial.
4(b) - Transit only east of Manse Road.

Higher Cost
1(b) - Metro purchase 3 industries in Oakridge Industrial.
3(a) - Transit in S.T.C. through Knob Hill Industrial.
4(a) - Transit plus local road east of Manse Road.

2(a)/2(b) - Some cost to dispose of Midland/St. Clair triangle for industrial - commercial or transit related use.

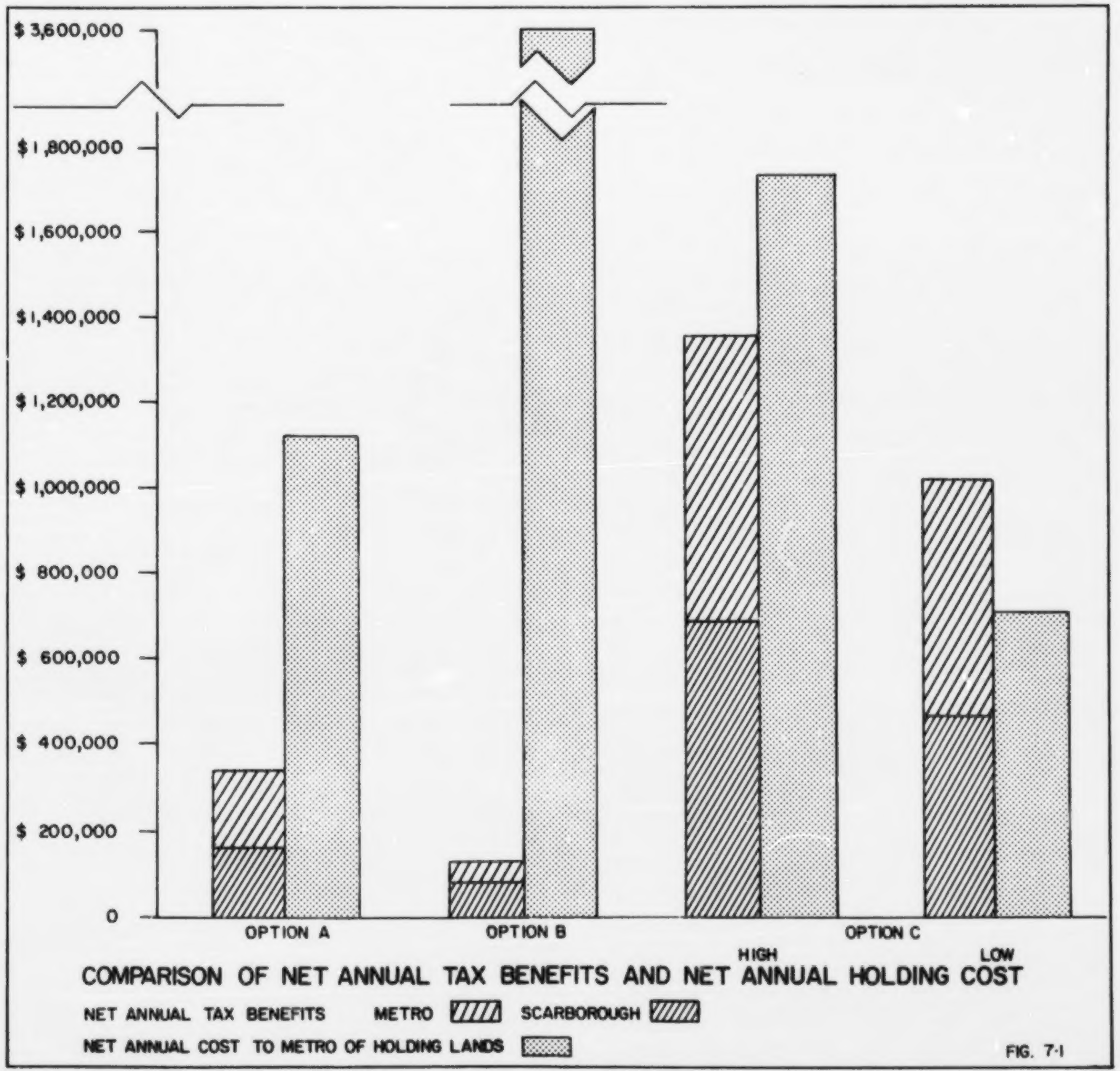
N.B. Effect of M.T.C. grants not considered except for Interim Use Revenues (see Text).

ownership options. Metro is presently incurring a net annual cost in the order of $1,450,000 to hold the existing land bank. If the balance of the Corridor were to be purchased (Option B) this annual cost would increase to $3,557,000. By adopting Option C, Metro's current annual holding costs could be reduced from the Status Quo situation by approximately $744,000, to a cost of $706,000, assuming the Lower Cost alternatives, or could be increased from the Status Quo by from $207,000, to a cost of $1,657,000, assuming that the Higher Costs land use alternatives are chosen. These increases largely reflect the costs of reserving land for a 'transit' option in the Oakridge Industrial District, and of reserving land for a possible local road option in the Manse Road area. By adopting Option C rather than B - purchase of the balance of the Corridor, the current annual holding cost would be reduced by from $1,900,000 to $2,851,000, depending on the land use alternatives chosen.

In the case of a fourth option wherein Metro would sell all lands associated with the Corridor, the cost of ownership of lands for a Corridor would be reduced to zero, although there would still be costs associated with holding land for public purposes such as parks and walkways.

7.1.4 Conclusions

Tables 7.1 and 7.2 indicate that Option C, the retention of a smaller 'transit corridor' and the sale and development of the remaining lands for a variety of uses, would have an economic advantage over the status quo situation, and would have a clear economic advantage over Metro's continued purchase of the remainder of the Corridor lands. The magnitude of the economic advantage is illustrated in Figure 7.1.



COMPARISON OF NET ANNUAL TAX BENEFITS AND NET ANNUAL HOLDING COST

FIG. 7-1

In terms of net annual tax benefit, Option C would increase annual taxes to Scarborough and Metro. Metro's continued purchase of land would decrease tax revenues. In terms of the net annual cost of holding the Corridor, the cost to Metro of Option C, compared to the status quo, might either increase or decrease, depending upon which parcels of land might be obtained to preserve a possible 'Transit Corridor'. Clearly, the sale of all of the Corridor lands, without retention or acquisition of lands for a possible transit facility and for possible local road options, would show a higher tax benefit and a lower ownership cost than identified in Option C.

7.2 The Possibility of Interim Uses

The study explored the feasibility of implementing interim uses in the Corridor, pending the determination of ultimate uses.

At the present time, interim uses consist of the rental of Metro-owned residential properties and one lease for a golf driving range. More extensive development of short term uses is not considered to be feasible, as Metro is neither seeking nor encouraging such uses. The range of possible interim uses is limited, as Metro policy does not permit leases beyond a 5 year term and prohibits the construction of buildings. Other than interim park development, which would be a City cost, there are no readily apparent interim uses which would be compatible with adjacent land uses and which would be economically viable for private individuals to undertake over a limited time period.

In addition, the concept of interim uses would do little to dispel the uncertainty surrounding the ultimate use of the Corridor lands, both for the adjacent residents and for the interim users.

7.3 Social Analysis

The social analysis consists of two components. First, it documents a number of the real and perceived impacts which the 'Corridor' designation has had on individual property owners and on the adjacent communities. It then attempts to document the impacts of each of the land ownership scenarios outlined in the first part of this chapter.

For well over a decade, concerns have been expressed with regard to the uncertainty surrounding first the 'Expressway' and then the 'Corridor' designation. Report 47 - The Scarborough Expressway: A Planning Review preceded the remainder of the Metropolitan Toronto Transportation Plan Review because, in the words of Dr. Richard Soberman, "A sense of urgency seemed to permeate the discussions, and there was a general feeling expressed that the uncertainty as to the future of this corridor should be removed by having the Metropolitan Council make a decision as soon as possible".[3]

A decade later, concerns regarding the uncertainty surrounding the eventual use of the Corridor continue to be expressed. At Open House sessions held by the Scarborough Planning Department in October of 1983, residents in, and adjacent to, the Corridor stated their concerns verbally and through written replies. Approximately 1,100 persons attended the two Open Houses held at Birchmount Collegiate Institute and the Heron Park Community Centre. 185 'Comment Sheets' were returned. A report summarizing these replies, dated November 7, 1983, was prepared for the information of Planning Committee and

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[3] From a letter by Dr. R. Soberman contained in the forword to M.T.T.P.C. Report 47.

Council, and is available as Appendix 1 to this report.

Of those submitting written comments, approximately 80% stated a preference either for or against a specific transportation alternative. The most commonly stated were:

- oppose major road	34%
- no preferences stated	20%
- oppose any transportation facility	19%
- oppose acquisition of land	8%
- support both road and transit	7%
- support transit uses	6%
- support road uses	5%

In expressing concerns with regard to specific transportation options, respondents most commonly mentioned:

- noise, pollution, vibration which would result from a transportation facility

- perceived effects on property values and taxes

- no apparent need for a transportation facility

A common perception was, "if I stay, I have to live with the noise and pollution but if I sell I'll suffer because property values will be depressed". Another common sentiment was, that this matter has been "on again/off again" since 1957; "the uncertainty is very disturbing, I'd like to make renovations but I am reluctant to invest any money if something may be coming".

Based on these written and verbal concerns, Figure 7.2 summarizes many of the fears of residents in and adjacent to the Corridor with regard to reduced property values, disruption, neighbourhood decline, anxiety and reduced enjoyment of one's home.

In order to investigate these potential impacts, information was obtained through inspections carried out by the City's Buildings Department, and through interviews with representatives of affected industries and with local realtors.

Whether or not all of the concerns can be documented, it is clear that fears caused by the present uncertainty cannot be allayed until decisions are made and more specific plans for the Corridor are developed and implemented.

7.3.1 Property Maintenance

A number of residents attending the October Open Houses stated that, due to the uncertainty surrounding the Corridor designation, they did not know whether to spend money on home improvements or maintenance. In addition, Metro continues to rent houses purchased for the Corridor. These issues raised concerns among residents as to possible decline of building conditions and the general appearance of the neighbourhood.

In April of 1984, the Scarborough Buildings Department conducted a survey of properties in the Corridor area. 977 homes outside the Corridor and 53 homes lying entirely within the Corridor were inspected. Approximately 170 residential properties lie entirely or partially within the Corridor, but all of the houses are within the Corridor.

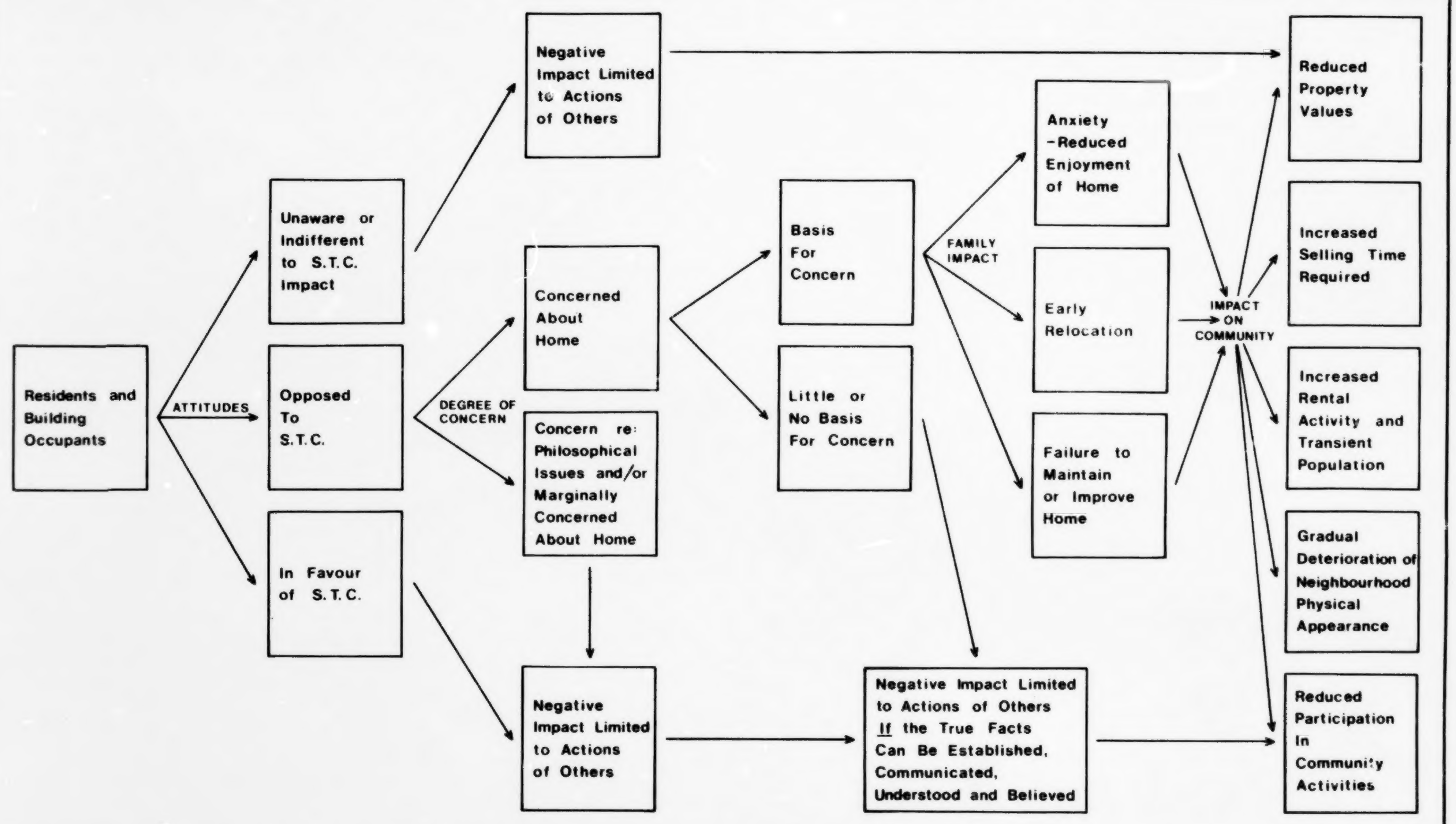
General structural and cosmetic conditions of the homes and maintenance of yards were recorded. Properties within the Corridor were compared to those on adjacent streets to determine whether the Corridor designation has had any impact on general neighbourhood conditions. The houses were not entered by the inspector. All analysis was based on external observations only.

Houses in need of maintenance were classified as requiring minor or major repairs. Minor repairs were primarily cosmetic items such as the condition of paint and siding maintenance or minor structural repairs such as pointing of bricks. Major repairs included the need for such items as new roofs, chimneys or porches. Yards were also inspected to determine their level of maintenance. As the survey was conducted in early April, yard maintenance observations could not be considered conclusive as possible spring clean up could occur with warmer weather.

The survey indicated that the majority of the residential properties in and adjacent to the Corridor have remained in good condition. Adjacent to the Corridor, virtually no houses were in need of repair. Within the Corridor, however, 29 of the 53 houses inspected or almost 55% of the houses needed some minor repair and yard maintenance, a higher level than the surrounding area. Only one house required major repairs.

The highest concentrations of these houses were in two locations: on Eastwood Avenue north of Danforth Avenue, and in the Kingston Road and Lawrence Avenue area. In both areas, other factors in combination with the Corridor designation may have caused property decline.

Eastwood Avenue north of Danforth Road is an isolated residential street adjacent to the C.N.R. and the Oakridge Industrial District. Of the 9 houses, 5 are in need of minor repair, including 2 houses owned by Metro. This area is


Residents and Building Occupants
ATTITUDES
Unaware or Indifferent to S.T.C. Impact
Opposed To S.T.C.
In Favour of S.T.C.
DEGREE OF CONCERN
Negative Impact Limited to Actions of Others
Concerned About Home
Concern re: Philosophical Issues and/or Marginally Concerned About Home
Negative Impact Limited to Actions of Others
Basis For Concern
Little or No Basis For Concern
FAMILY IMPACT
Anxiety -Reduced Enjoyment of Home
Early Relocation
Failure to Maintain or Improve Home
Negative Impact Limited to Actions of Others If the True Facts Can Be Established, Communicated, Understood and Believed
IMPACT ON COMMUNITY
Reduced Property Values
Increased Selling Time Required
Increased Rental Activity and Transient Population
Gradual Deterioration of Neighbourhood Physical Appearance
Reduced Participation In Community Activities

ANALYSIS OF THE IMPACT OF THE SHADOW OF THE S.T.C. ON THE SURROUNDING COMMUNITY

FIG. 7.2

designated for redevelopment to industrial uses by the Oakridge Industrial District Plan as well as being a part of the Corridor. There appears to be little incentive for a high level of property maintenance. Houses on a number of the large properties in and adjacent to the Corridor, on the north side of Lawrence Avenue and on the south side of Kingston Road, are generally in need of minor repair and yard maintenance. Land uses in this area are in a state of transition. Much of the vacant block of land bounded by Kingston Road, Megan Avenue, Lawrence Avenue and Manse Road has been assembled by developers for future residential and park development. Many of the properties fronting on Lawrence Avenue and Kingston Road could redevelop in conjunction with vacant land in the centre of the block.

Four of the 28 Metro-owned houses were deemed to be in need of some minor repair and yard maintenance. This proportion is only marginally higher than that of privately owned houses and has not led to any evident neighbourhood decline. It was, however, higher than for adjacent areas outside of the Corridor.

These inspections lead to the conclusion that, while the situation is not yet serious, there does appear to be a higher proportion of houses inside the Corridor which are in need of minor repairs and maintenance.

7.3.2 Property Ownership

Of the 170 residential properties within, or partially within the Corridor, 28 homes are owned by Metro and are rented out. Of the remaining 142 houses, 134 are owner-occupied and 12 are held by absentee owners and are tenant-occupied.

Absentee-ownership (not including Metro properties) is distributed fairly evenly throughout the length of the Corridor, and constitutes 8.4% of the houses on properties within or partially within the Corridor. This is comparable to the 6.5% of the tenant-occupied versus owner-occupied houses on a Scarborough-wide basis.

When including the Metro-owned properties, 24% of the houses on properties in or partially within the Corridor are tenant-occupied, a substantially higher proportion than the rest of the City.

7.3.3 Realtor Interviews

Due to the size of the Corridor, interviews with local realtors were focused in the western, central and eastern areas. Eight realtors with long-term local knowledge were interviewed in an attempt to gauge the impact of the Corridor on property values and other factors.

The major findings were:

- virtually all vendors are aware of the Corridor, while the majority of purchasers are not aware of its specific location or status;
- in the Manse Road area, property values appear to be affected to some degree by the Corridor. In this area, the Corridor is more obvious due to the expanse of vacant land;
- in the east-west section of the Corridor, it is difficult to determine the Corridor's effect on property values due to the presence of the rail line which, to some extent, depresses values for properties backing onto it. In addition, homes backing onto the railway are often not as high in quality as the surrounding area;
- construction of a road in the Corridor would probably depress abutting property values on average in the order of 10% - 15%; however the current impact of the designation is not as great;
- there may be some impact on adjacent properties but to a more limited extent;
- impact on property values of a transit line vs a road was inconclusive. Some realtors felt an elevated transit line might reduce property values;
- properties in the Corridor area generally do not take longer to sell in the eastern or central parts of the Corridor, assuming they are 'priced properly'. This was more of a concern in the Manse Road area where the Corridor is more visible;
- there is no apparent increased incidence of renting in the Corridor area;
- properties turned over more often in the Corridor area;
- the appearance of the neighbourhood was judged to be affected by the Corridor in about half the interviews and again, the concern was mainly in the Manse Road area. In the east-west section, the rail lines were judged to be the major factor affecting appearance of properties;
- a negative impact on businesses on Kingston Road if a road were built in the Corridor was identified by several of the realtors;
- the market in the Corridor area functions normally when the issue of the future of the lands is quiet. A flurry of activity, appraisals

and listings often coincide with public meetings and studies of the Corridor.

Based on these interviews it can be concluded that, while the Corridor designation has not caused a dramatic effect on real estate transactions, the resolution of the Corridor issue could serve to stabilize the real estate market in the general Corridor area, specifically in relation to turnover and to concerns in the Manse Road and Kingston Road areas.

7.3.4 Interviews with Industrialists

The Scarborough Transportation Corridor cuts through three industrial properties in the Oakridge Industrial District. The three industries, which employ over 500 people, could be forced to relocate due to the Corridor designation. Interviews with the representatives of these industries indicated very clearly that, even if no major transportation facility is to be constructed, the ongoing uncertainty surrounding the Corridor designation, and the negative effect of this uncertainty on corporate planning, could be sufficient to cause the loss of these industries to Scarborough.

Supreme Aluminium Industries Ltd., a long-time Scarborough industry and manufacturer of aluminium cookware and ladders, employs approximately 200 people. Based on Metro's warning that it would have to relocate to make way for an expressway, the company purchased land in Pickering and has opened a plant in that location. At the time of writing this report, the relationship between the Scarborough and the Pickering plants had not been determined, but the Scarborough property has been listed for sale. The uncertainty of the Corridor designation has made the process of 5 to 10 year corporate planning a difficult one. Due to the proximity of plant buildings to the rear property line, any transportation facility could potentially impair the manufacturing component of the operation. In either case, continued uncertainty surrounding the Corridor designation and its impact on corporate planning could be sufficient to lose Scarborough industrial jobs and assessment.

If this industry was to relocate, the continued uncertainty would have a negative impact on the ability to market the property to a new industrial employer.

Eli Lilly Canada Inc., is a manufacturer of pharmaceuticals and cosmetics. This plant employs a highly localized labour pool of over 200 people. The Eli Lilly plant is an extremely specialized building due to the sterile conditions required for the processing and packaging of drug products. Company officials have expressed a strong desire to remain in this location, but stress that the uncertainty of the Corridor designation has caused difficulties in corporate planning, especially as the Scarborough operation is a branch of an American-based firm. Company officials advise that it is likely that a pharmaceutical firm, if forced to move, would not relocate in Scarborough, but would relocate west of Metro, where other such firms have clustered.

Rapid Refrigeration, employing 70 people, manufactures freezers, coolers and supermarket equipment. Company representatives indicate that the firm is content to remain in this location, and would move only if required to by the implementation of a facility within the Corridor.

In summary, although each of the companies has been able to operate with the uncertainty of the Corridor for many years, two of the three firms stressed that the Corridor presents difficulties in developing useful long-term corporate plans. The inability to make long-term facility plans with any degree of certainty as to the availability of one's own site poses the risk that Scarborough, and possibly Metropolitan Toronto, will eventually lose this employment, assessment and economic activity.

7.3.5. Social Impact of the Three Corridor Scenarios

This section documents the physical changes which could result from each of the three Corridor scenarios, and attempts to quantify the positive or negative social impact of each of these scenarios.

When compared to Option A - the status quo, Option C - the retention of a transit corridor and development of the remaining lands would:

- add approximately 1400 - 1700 dwelling units to Scarborough's housing stock;
- increase developable industrial acreage by 8-13 ha;
- add 7-8 ha of community level parkland, mostly in communities where parkland deficiencies occur;
- provide additional transit and ancillary facilities and would potentially provide improved transit service to area residents;
- add 1.5 ha of roads and 0.4 - 1.2 ha of valleylands;

- permit the sale of 28 homes currently rented by Metro;

- allow 53 property owners the opportunity to purchase land to enlarge their backyards.

In addition, Option C could result in land for an increase of an estimated 300 new employment opportunities in the City, while preserving jobs now in the Corridor. If the transit corridor were located within the Oakridge Industrial area, partial demolition of the buildings might be required in the longer term if the line is constructed. This could result in a net loss of jobs. Steps would have to be taken to avoid this if at all possible.

In comparison to Option A, Option C would utilize the 69 ha of vacant land by providing for the development of a series of public and private uses. The provision of a transit right-of-way would have some negative impacts including the removal of an S.P.U.C. substation, the reduction of 97 backyards and the removal of at least 30 homes.

When compared to the Status Quo, Option B, Metro purchase of the balance of the Corridor, would result in a tenure change from ownership to rental of approximately 140 homes. The purchase of industries could result in the loss of jobs in the Oakridge Industrial District. It could reasonably be assumed that neighbourhood instability and uncertainty would increase.

The fourth option, the sale and development of all corridor lands, would result in additional land for residential and industrial land uses. In addition, it would allow the retention of the S.P.U.C. substation, the retention of existing backyards, and the retention of the 30 homes which may be in the way of a transit facility.

Option C, while preferable to the status quo situation and to the purchase of additional land, does not eliminate costs and a degree of uncertainty are still related to the retention of a 'Possible Transit Corridor'.

Chapter Eight:

CONCLUSIONS AND RECOMMENDATIONS

8.1 Summary of Findings

This study set out to determine the future uses of the Scarborough Transportation Corridor. Specifically, it set out to determine whether land in the Corridor should be reserved for future transportation uses or if not required for transportation purposes, to what use the land should be put.

In tracing the history of the Corridor, it becomes clear that while designations, functional plans and land acquisition budgets have been in place since 1957, only one study has been undertaken which has specifically addressed the need for transportation facilities in the Corridor. That study[1], completed in 1974, recommended against the construction of an expressway if steps were taken to implement new transit proposals, but suggested that it was possible to hold open the option of making major road improvements by preserving the right-of-way as a multiple use transportation corridor. Since the adoption of that recommendation by Metro in 1974, no further studies have been undertaken to determine the need for specific transportation uses. The Scarborough Transportation Corridor has remained, therefore, as a 15 km, 86 ha Official Plan designation, with no accompanying land use or transportation policies. Uncertainty as to the ultimate use of the Corridor continues to haunt adjacent residents, land owners and industries.

Within the context of the many changes taking place in the mid 1970's, it may have been appropriate to keep options open for a variety of possible transportation facilities. But information which is now available leads to the conclusion that it is time to make a decision on the future of the Corridor.

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[1] Report 47, of the Metropolitan Toronto Transportation Plan Review: The Scarborough Expressway - A Planning Review. March, 1974.

Transportation Analysis

Chapter 4 of this study contains an analysis undertaken to determine the need for major transportation facilities, such as an arterial road or transit line, within the Corridor. This analysis concluded that there are no present deficiencies in either road or transit capacity that would require the construction of new transportation facilities at this time.

Analysis of the potential growth in travel to the year 2001 and 2021 concluded that former projections of potential growth in travel were highly overstated. The development of vacant residential land in Scarborough is now largely complete. Projections of residential growth in Durham have been lowered considerably and spread over a longer period of time. Employment growth in downtown Toronto is continuing, but will decrease in importance as job opportunities in Metro's sub-centres and other Regions increase more rapidly. The extension of transit routes and improvement of service in Scarborough, as recommended by Metro Toronto and Region Transportation Plan Review Report 47, is now well advanced. Transit ridership and the proportion of trips made by transit are increasing throughout Scarborough.

Potential growth in automobile traffic in the Study Area is relatively modest and can be absorbed by the existing and committed road network. Moreover, due to physical restrictions imposed by the Corridor's location, a possible road would poorly serve adjacent land in Scarborough and, if terminated near Victoria Park Avenue, would aggravate existing traffic problems. These factors all lead to the conclusion that an arterial road within the Corridor would serve no useful purpose.

The potential for growth in transit travel within the Study Area is considerably greater. Most of the increased ridership will be carried on the T.T.C. subway and the GO Transit Lakeshore East service. At the present time the T.T.C. is studying means of increasing subway capacity to downtown Toronto. As well, the C.N.R. and the Provincial Government are undertaking studies to determine whether the anticipated long-term increase in ridership can be handled by the addition of operational improvements and new trackage within the existing C.N.R. right-of-way, or whether the increased capacity could be more effectively provided by the implementation of an electrified GO ALRT (Advanced Light Rail Transit) facility on a separate right-of-way.

The Provincial studies are considering several possible GO ALRT alignments partially within the C.N.R. lands, wholly within this property, and wholly outside it. In Scarborough, a major alignment alternative under consideration for such a facility is the Scarborough Transportation Corridor.

To date, evidence that this separate right-of-way will be needed is inconclusive. A separate right-of-way would give the GO system increased operational flexibility, especially in off-peak hours, and would provide for a greater frequency of trains. But the increased cost of a new technology, the difficulty and potential disruption of acquiring a continuous corridor from Hamilton to Oshawa and the probability that increased capacity can be met at a lower cost by other means within the C.N.R. right-of-way suggest that a separate right-of-way will not be required. Recent indications are that with improvements inside the C.N.R. right-of-way, the implementation of a GO ALRT line would be at least 30 years away, should one be required at all.

But because these major studies are now underway, the possible need for a separate GO ALRT right-of-way cannot be ignored. In the short term, therefore, a 'Possible Transit Corridor' notation should be applied to the Scarborough Official Plan, coincident with the preferred alignment of a GO ALRT line wholly outside of the C.N.R.'s minimum right-of-way requirement. The Provincial Government should be allowed a reasonable period of time (approximately 2 years) to complete the on-going studies necessary to determine whether this separate GO ALRT right-of-way will be required. If, at the end of the two year period, a Provincial commitment has not been made to acquire this Corridor for a GO ALRT line, the 'Possible Transit Corridor' notation should be automatically removed, and the underlying land use designations proposed by this Study should take effect.

Land Use Analysis

Chapter 6 has identified the maximum land requirements of a GO ALRT line, and has identified a "preferred alignment", should the decision be made to construct such a facility within the Corridor. It has also identified proposed, underlying land use designations, should a GO ALRT commitment not be made. Map Sections 1 to 10, Chapter 6, identify an alignment which attempts to reduce the negative impact of such a transit facility on adjacent land uses. Specific areas have been identified where a GO ALRT line could be accommodated wholly or partially within the C.N.R. right-of-way to further diminish any impact of individual homes and industries.

Because a possible GO ALRT line would consume only a small portion of the Corridor, and because the majority of the remainder of the Corridor will not be needed for major transportation facilities, it was concluded that the 'Scarborough Transportation Corridor' designation should be removed from both the Scarborough Official Plan and from the Metropolitan Toronto Official Plan. This designation should be replaced, in the Scarborough Official Plan, by land use designations which would provide for the continuation of existing homes and industries, and which would encourage the development of vacant corridor lands in a variety of uses compatible with adjacent homes, industries and transportation facilities.

Major increases in density have not been proposed by this study. In the 27 years that the Scarborough Expressway/Transportation Corridor designation has been in place, the development of the southern portion of Scarborough has proceeded without dependence on, or need for, a transportation facility within this Corridor. The only physical evidence of a possible transportation facility has been the fact that development in recent years has turned its back on, and limited access to, the Corridor lands. It is, therefore, appropriate to continue the existing pattern and scale of development onto vacant Corridor lands, with possible density increases only adjacent to some of the existing or potential GO stations.

The proposals mapped and described in Chapter 6 of this study will provide the basis for Official Plan Amendments to implement these new designations. These suggested land uses are proposals only. All actual changes in land use will be the subject of further public review through the Official Plan Amendment process.

Local Transportation Issues

The local area studies have identified one part of the Corridor which could be retained in public ownership for local road purposes. East of Manse Road, between the C.N.R. Mainline and Kingston Road, a portion of the Corridor lands could be used for a local industrial and park access road, and for local access to a potential GO ALRT station. Whether or not land is retained for local road purposes would depend very much on the results of consultation with local residents and industrialists on the need for and desirability of such a road, and on whether a commitment is made to retain land for a GO ALRT facility in this area. This consultation should proceed immediately in order that a decision on local access roads can be made at the same time as the decision whether to retain the land for GO ALRT purposes.

Socio-Economic Analysis

The economic analysis in this Study has concluded that there are real costs in government retention of the land associated with the Scarborough Transportation Corridor. The value of "keeping options open" should be weighed against these costs.

The net annual cost to Metro of holding land it now owns for the Corridor is estimated at $1.45 million. This would increase to $3.55 million annually if the balance of the Corridor was purchased. In addition, the net annual tax benefit to both Metro and Scarborough is substantially reduced by the retention of vacant land in public ownership. The sale and development of the Corridor land, even with the retention of a possible transit option, could save taxpayers almost $2 million annually. The sale of all Corridor lands, without the retention of any lands for a possible transit option, would clearly show a higher tax benefit and lower cost of ownership.

While much more difficult to quantify, a potentially greater cost is the uncertainty of the Corridor designation to industries and homeowners along its path.

Although property maintenance and owner-occupancy is only slightly lower within the Corridor than in adjacent residential areas, uncertainty about a transportation facility in the Corridor has created anxiety and concern among nearby residents. Each time the Corridor issue is raised, renewed fears are expressed with regard to an increasingly transient population, a decline in property maintenance and property values and a gradual neighbourhood deterioration. There is concern that if the uncertainty persists, these fears will become self-fulfilling prophecies. Those attending Public Open House sessions clearly indicated a frustration with living with the uncertainty of the Corridor designation, and felt it was time a decision was made.

In addition, there is the real possibility of losing existing industries and existing jobs, solely due to the impact of the continued uncertainty of this designation on short-term and longer-term corporate planning. Decisions to expand or make improvements on-site, or to relocate, are prejudiced by concerns that the land will be needed for a transportation use.

Lifting of the Corridor designation would not only end uncertainty for existing homeowners and industries; it would also release land for the development of new housing stock, of parkland and of new industrial development and employment opportunities.

8.2 Conclusions

At the time of the application of the 'Scarborough Transportation Corridor' designation, there was sufficient uncertainty in the long-term planning of the area east of Toronto to warrant the retention of a corridor for future possible transportation purposes. By 1984, however, this uncertainty has been substantially reduced. Scarborough has reached 80% to 90% of its projected population, the form and scale of development in Durham Region is now well advanced, and the population and travel projections of the 1960's and 1970's are now recognized as having been extremely high, even under the most optimistic of the current growth projections.

Some form of transportation designation has been in place on the Corridor lands for 27 years, but travel analysis to the year 2021 shows no need for a road, either now or in the future. While there will be a need for increased transit capacity, this capacity can be provided either within the existing C.N.R. right-of-way, or within a small portion of the existing Corridor designation.

Sufficient information is now available on which to base a decision, and the opportunity exists to develop these lands in a variety of uses which will be of direct benefit to Scarborough residents.

To eliminate the uncertainty, the 'Scarborough Transportation Corridor' designation should be lifted, and the land currently in Metro ownership should be sold. However, to allow for the possibility of a GO ALRT line within the Corridor, a 'Possible Transit Corridor' notation should be retained until January 1, 1987, and any planning for the development of adjacent land should allow for this transit possibility. If, by 1987, the Provincial Government is unable to make a commitment as to the acquisition of land for a specific GO ALRT alignment, the 'Possible Transit Corridor' notation should be removed, the underlying land use designations should take effect and the land should be developed in accordance with these designations.

The majority of the land now held by Metro can be sold immediately. The sale of this land would end uncertainty and speculation as to the eventual development of a Metropolitan transportation facility, and would provide immediate economic benefits to Metro taxpayers.

If a 'Possible Transit Corridor' notation is applied for a two year period, the sale of individual parcels will fall into 3 general categories:

i) Parcels completely outside of the 'Possible Transit Corridor' notation. These properties can be sold immediately and unconditionally to the general public.

ii) Parcels partially covered by the 'Possible Transit Corridor' notation. These properties can also be sold immediately. Sales should, however, be conditional upon an agreement on title that no buildings or structures would be developed within the 15 m area covered by the notation, and that GO Transit would have the right, within a specified time period, to purchase this 15 m strip from the owner if it is required for GO ALRT purposes. An appropriate temporary zoning by-law would be put in place to control development within the

15 m strip.

iii) Parcels which should be retained in public owership and/or reserved from development until January 1, 1987, when a decision has been made as to whether or not land will be acquired for a GO ALRT right-of-way. These properties are located in areas where the retention of a transit option creates sufficient uncertainty to cause a continued sterilization of the land. They include:

- The Metro-owned parcel at Victoria Park Avenue and the C.N.R. Mainline, which has been identified as a potential GO station location;
- land east of Livingston Road which has been identified for use as a GO Transit Station or parking, parkland and for a proposed walkway; and
- all Corridor lands east of Manse Road, between the C.N.R. Mainline and Kingston Road, which have been identified as the location of a potential local access road in addition to a possible transit corridor.

The three general areas are identified on maps contained in Appendix 4 to this study.

8.3 Proposals

1.0 It is proposed that Scarborough Council:

1.1 Amend the Scarborough Official Plan to remove all reference to the Scarborough Transportation Corridor from Schedule 'A' - the Land Use Plan; Schedule 'C' - the Roads Plan; and from the Land Use Plans and policies of individual Secondary Plans.

1.2 Initiate amendments to all affected Secondary Plans, replacing the 'Scarborough Transportation Corridor' designation with a variety of land use designations based on the proposals contained in Chapter 6 of this Study.

1.3 Add a 'Possible Transit Corridor' notation to Schedule 'C' and to all affected Secondary Plans, in the location identified on Map Sections 1 through 10 in Chapter 6 of this Study. In addition, adopt the following policy statement for inclusion in each of these documents:

> "The 'Possible Transit Corridor' notation has been applied to allow Provincial authorities and the Canadian National Railway sufficient time to complete studies to determine whether a separate right-of-way will be required to accommodate a GO ALRT right-of-way. If, by January 1, 1987, the Provincial Government has not made a commitment to protect and acquire this right-of-way, the notation will automatically, and without further amendment to this Plan, cease to apply, and the underlying land use designations will take effect."

1.4 Direct the Commissioner of Planning to initiate meetings with the appropriate public agencies and with the local residents, property owners and industrialists in the Guildwood and West Hill Communities and the Coronation Drive Industrial District to determine the desirability of constructing a local access road east of Manse Road, on land identified on Map Sections 9 and 10, Chapter 6, as 'Possible Transit/Road Corridor', in order that a final decision can be made prior to January 1, 1987.

2.0 It is proposed that Scarborough Council request the Council of the Corporation of Metropolitan Toronto to:

2.1 Rescind all portions of the Metropolitan Official Plan which have had the effect of adding policies, notations and designations pertaining to the Scarborough Transportation Corridor.

2.2 Inform the Minister of Municipal Affairs and Housing that all proposed policies referring to the Scarborough Transportation Corridor are thereby removed from the Metropolitan Toronto Official Plan, and request that the Minister withdraw all associated referrals to the Ontario Municipal Board.

2.3 Direct its Property Department to immediately sell all land held by Metro in association with the

Scarborough Transportation Corridor, with the following conditions:

- Provide for the sale of parcels of land partially covered by the 'Possible Transit Corridor' notation conditionally upon the registering of an agreement on title that no buildings or structures will be built within the area covered by the 'Possible Transit Corridor' notation, and that GO Transit will have the right to purchase this strip of land from the owner within a specified time period if the land is required for GO ALRT purposes.
- Retain in public ownership until January 1, 1987, all Metro-owned land identified as a potential GO Station, Metro parkland and proposed walkway, and all land east of Manse Road, north of the C.N.R. Mainline identified as 'Possible Transit/Road Corridor'. Immediately following January 1, 1987, sell all land held by Metro in association with the Scarborough Transportation Corridor, with the exception of lands identified for Metro parkland or for a proposed walkway, with the Provincial Government being given the right of first refusal to acquire any land required for the implementation of a GO ALRT right-of-way, should a Provincial commitment have been made to proceed.

3.0 It is proposed that Scarborough Council request the Provincial Government to:

3.1 Proceed expeditiously, in co-operation with the Canadian National Railway, to complete the studies necessary to determine whether a Lakeshore GO ALRT right-of-way will be required in Scarborough; and

3.2 Proceed expeditiously with studies to determine a preferred GO ALRT alignment in Scarborough, should one be required, taking into account the preferred alignment set out in Chapter 6 of this Study.

APPENDICES

Six separate appendices to this report have been prepared. They may be obtained by contacting the Scarborough Planning Department at 296-7336.

APPENDIX 1 - SCARBOROUGH PLANNING REPORTS, BACKGROUND AND PUBLIC OPEN HOUSES

APPENDIX 2 - WIDTH OF THE C.N.R. RIGHT-OF-WAY THROUGHOUT SCARBOROUGH.

APPENDIX 3 - TRAFFIC COUNTS AND OTHER SUPPORTING DATA - LOCAL STUDY AREA ANALYSES

APPENDIX 4 - ASSUMPTIONS AND DETAILED CALCULATIONS - ECONOMIC COMPONENT.

APPENDIX 5 - METRO-OWNED LAND: PARCELS FOR IMMEDIATE SALE.

APPENDIX 6 - POPULATION AND EMPLOYMENT PROJECTIONS

- METHODOLOGY FOR CALCULATING TRAVEL GROWTH PROJECTIONS